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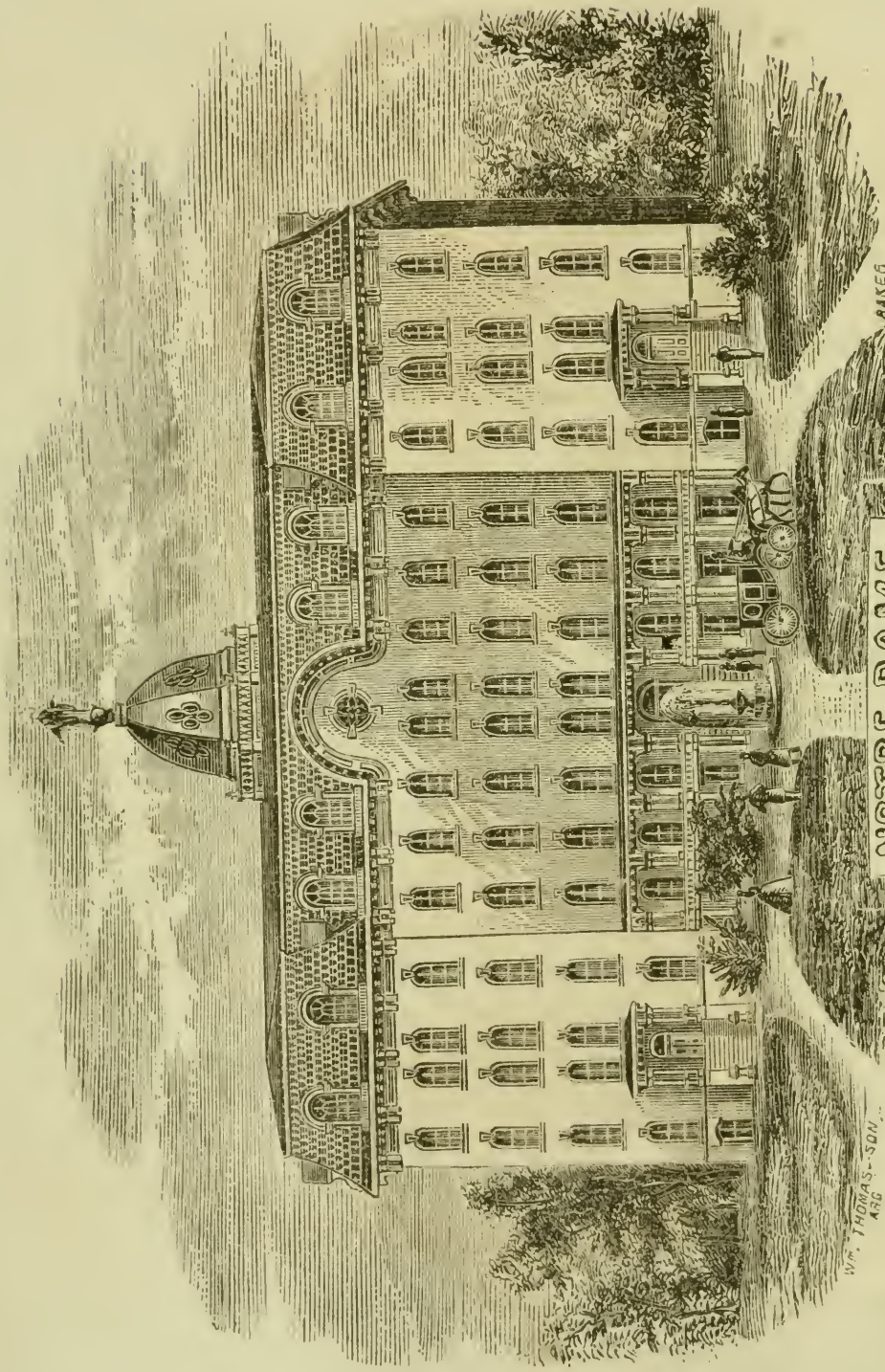

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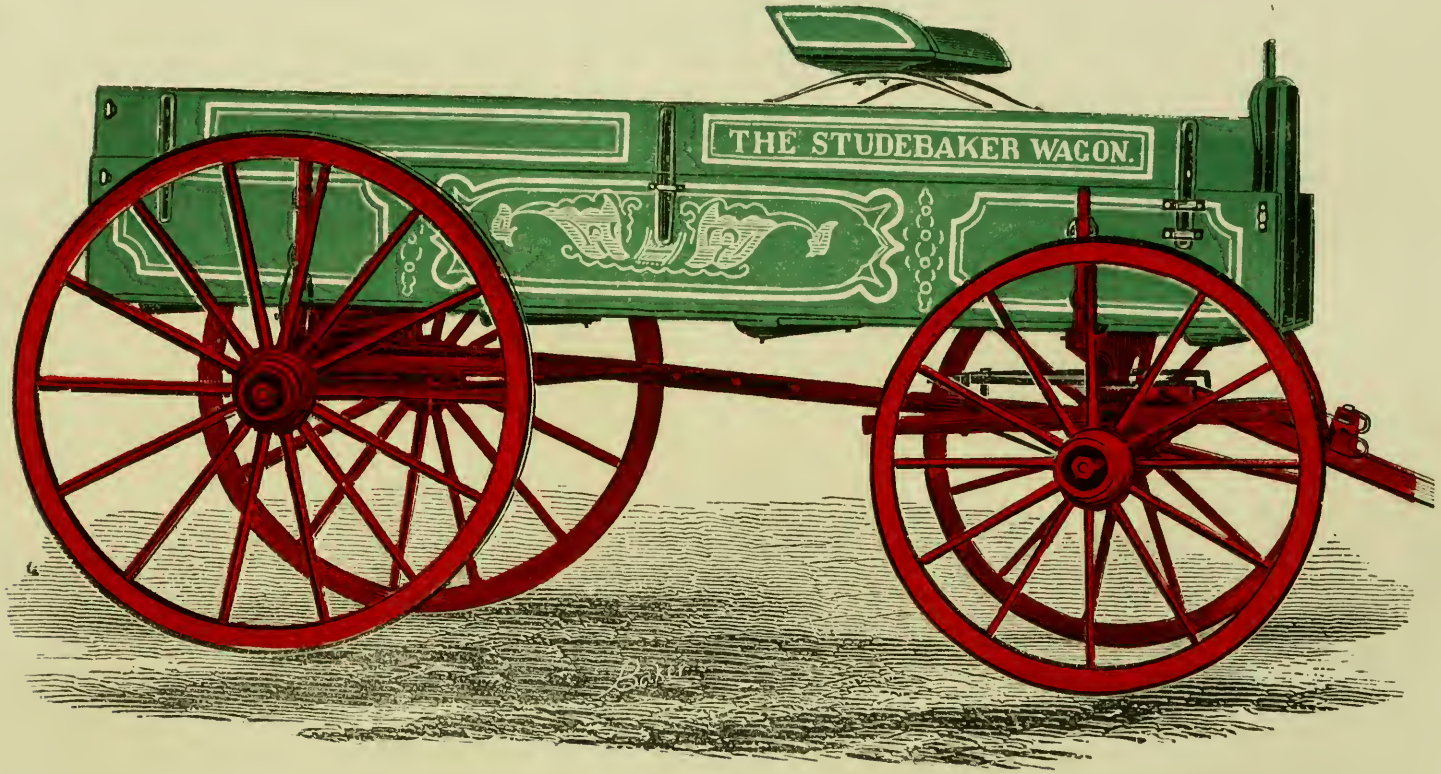

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The Studebaker Bros. Manufacturing Co.

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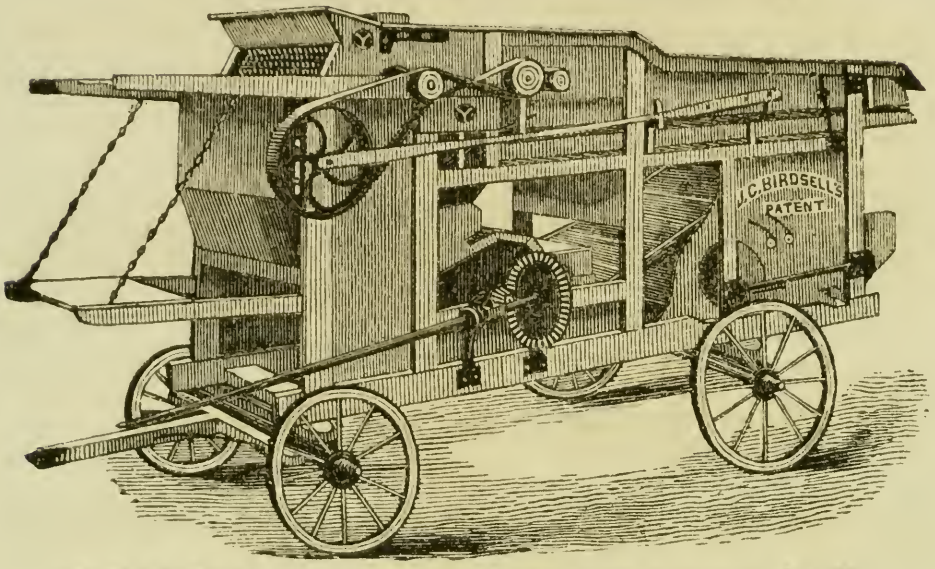

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INCLUDING A

Historical and Statistical Account of the Railroads of the COUNTRY, TOWNS AND CITIES ALONG THE ROUTE,

AND NOTICES OF THE CONNECTING ROADS AND ROUTES.

PUBLISHED BY
T. G. & C. E. TURNER,
South Bend, Ind.

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PREFACE.

In writing a book like the one herewith presented I am aware of the impossibility of pleasing all, or of doing full justice to every section or place which comes under review.

At most I can only claim an imperfect accomplishment of the work now submitted to just and candid criticism. The labor and annoyance attending a performance like this can only be fully appreciated by those who undertake a similar effort, and none but those can understand the sincerity of that gratitude which I feel towards the many gentlemen who have volunteered aid and sympathy. The most that I can claim is that I have faithfully and honestly endeavored to give such facts as shall be of advantage to the general public, and to those individual places to which my line of travel and remark has brought me. I take this opportunity to express my thanks to all those generously disposed persons who have given me much needed assistance.

T. G. TURNER.

South Bend, Indiana,
October, 1868.

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I.

SKETCH

OF THE

DISCOVERIES AND EARLY EXPLORATIONS

OF THE WEST.

Only three hundred and seventy-six years have elapsed since the discovery of the American continent. Those have been busy years in the history of men, of progress, and of nations. In those latter days of the fifteenth century, the Castilian court and their Catholic Majesties, Ferdinand and Isabella, little thought that by a casual though earnest patronage of the Genoese adventurer, Columbus, they were transferring the empire of the world to an unknown hemisphere. Even Columbus himself did not expect to discover a new continent, and, to the day of his death, never knew, nor even imagined, that he had given a mundane twin to the then *terra cognita.* His utmost thought and care was to find a westward passage to the Indies, teeming with fabled wealth and splendor.

From what a small beginning has this great continent of ours sprung! An inspired beggar, hanging upon the verge of courts and praying for help in the ante-rooms of imbecile, proud, haughty, but rich aristocracy, after years of vexation

and humiliation, is at length so far successful that he has at his command three vessels, the largest of which, ninety feet in length, is less than the ordinary fishing smack of to-day, and the other two undecked and unfit to venture beyond European bays and inlets. With these little vessels and an insufficient outfit of men and munitions, the man of destiny boldly pushed his prows into the unknown waters and hastened to duplicate the then known world! So, not by human forecast or design, but by that providence of events sometimes called accident, America was discovered!

But in those far-off days, little was gained for humanity by the discovery of a continent. Aside from the pious and patriotic zeal of Columbus, the explorers of that period were moved by the hope of personal aggrandizement, by greed for gold, and the lust of power.

The career of Hernando Cortes is familiar to all. With the characteristic effrontery of a Spanish grandee in reduced circumstances, he tried the ineffectual experiment of reducing the aborigines to slavery, and sacrificed innumerable human lives for gold, failing in the event to get the fortune which he sought. In 1536 he was in California, but soon after died in solitude, in his own country.

The history of the Spanish conquests and oppressions has engaged the attention of men of genius and learning. Volumes have been written upon the theme, and the summation of the whole matter is, unpardonable cruelty, unparalleled perfidy, and unconscionable avarice on the part of the European. Magnificence and gilded splendor ruled in European courts; gold was the key which unlocked the avenues to prominence and power; human life and human happiness were matters to be freely sacrificed by those who sought the

higher position of fame,—especially the lives and interests of the heathen were considered of little or no account.

Thus, though providence seemingly opened the way in America for the higher achievements of enterprise and intellect, the low and groveling instincts of what was called European civilization were not restrained. Cruelty, perfidy and meanness, refined and intensified, mark the immediate superaboriginal period of the American continent. Slavery, wasted life and wasted energies, avarice with its innumerable attendant vices, sensualities and untold crimes, form the substance of the annals of those days.

Columbus, the zealous, the enterprising and the just, and Cortes, the cruel, the malignant, the avaricious and the tyrant, died equally neglected and obscure. They had, however, opened a new world to Anglo-Saxon genius and enterprise.

The first European explorer of the valley of the Mississippi was Fernando De Soto, a Spanish officer, born the first year of the sixteenth century. He first saw the mighty river in June, 1541, near the present site of Helena in the state of Arkansas. His explorations, however, were of little account, and, as the coveted gold which lured the Spaniard was not found, the rich bottoms were left in disgust. One hundred and thirty-two years later the Frenchmen, Marquette and Joliet, descended the river nearly to its mouth. In 1682 the great explorer, La Salle, followed the course of the Mississippi to the Gulf, and, in the annexative spirit of the day, took possession of the country in the name of the king of France. In 1703 the settlement of St. Peters was made upon the Yazoo; in 1718 New Orleans was laid out, and ten years afterwards the levees were completed in front of the latter city. It may be remarked that at that time, that is to say one hundred and

fifty years ago, the levee system was fully established in the lower part of the state of Louisiana. Father Marquette was a missionary and a Jesuit. As a man he was honest, conscientious and reliable; as a priest, pious and ever zealous; and as an explorer, enterprising and fearless. Louis Joliet was also a Jesuit by education, born in Quebec, Canada. He had an excellent reputation for prudence and tact, and his experience among and knowledge of the Indian tribes made him a great favorite in the wilds of the West. He was highly esteemed by his government and well deserved the confidence placed in him.

Those whom we have mentioned were the most eminent of the early explorers of the country now included in the United States. Theirs, however, was but a very general and partial work. It is true they determined the locality, course and magnitude of many of the larger water courses, and gave to the world a description of the country which had fallen under their vision, not at all distinguished for its minuteness or reliability. They seem to have been more intent upon converting the Indian tribes to their peculiar faith, rearing the emblem of their especial religious belief, and seeking those sudden and magnificent fortunes which had been pictured in their imaginations, than actuated by an earnest endeavor to confer practical benefits upon the human race. The peculiar adaptation of the country which they traversed for agricultural purposes is nowhere described in their writings; the prospective location of legitimate marts of trade, traffic and exchange were apparently overlooked. Nor can this be wondered at. Hundreds of miles inland from the most advanced posts of civilization; amid savage tribes of nomadic men; with the commerce of a continent almost entirely undeveloped; solitary and alone in

the wilds; with the rushing waters of those magnificent rivers coming from and going to—they knew not where nor whither; with the rich valleys and boundless prairies before and all around them, it is not astonishing that they were bewildered at the prospect. They were, at most, only the advanced guard of progress and civilization. They came, they saw, but did not conquer. Possibly in their minds was the dim prophecy of the outcoming future; but so far removed was the full fruition of their hopes that confidence was abashed. To-day it would be interesting to know the musings and the dreams of those adventurous spirits. We shall never see the record of them.

The Pacific Ocean was discovered by Balboa, the Spanish adventurer, from the summit of the Sierra de Quarequa, on the Isthmus of Darien, September 29, 1513. It was an occasion of much rejoicing and very extensive Spanish glorification. The significance of the discovery was not, however, then at all appreciated. It was not even suspected that those placid waters formed the western boundary of two continents.

At the beginning of the present century little was known of that country now forming the central and western portions of the United States. The larger rivers, as we have seen, had been discovered and partially explored, and vague statements of impenetrable mountains, flanked to their very base by arid plains and impassable gulfs, were made and believed. The Indian was lord of the soil, and immense herds of buffalo fattened upon the rich grasses. Europeans disturbed neither the wild men nor the wild beasts. Mountain ranges, spurs and peaks frowned upon the maps, and imaginary deserts covered geographical ignorance as with a mantle.

In the summer of 1803, Capt. Merriwether Lewis, accompanied by his associate, Capt. William Clark, under the

auspices of government, set out upon an exploring expedition across the continent to the Pacific. So slow and tedious was their journey that the end of the first season found them and their party on the bank of the Mississippi, opposite the mouth of the Missouri, where they encamped for the winter. In the spring of 1804 the party was again in motion, and passing, by September, into the country of the Sioux Indians, were able to spend their second winter among the Mandans, in latitude 47° 21′ N. Their weary and dangerous march began again in April, 1805. Still ascending the Missouri they reached the great falls in June. During the summer they explored, to some extent, the head waters of the Missouri, and for twenty-three days of the early autumn traveled amid the defiles and passes of the mountains. Their progress was frequently interrupted by snow, which began to fall on the 16th of September. Reaching, at length, the broad plains of the great western slope they embarked in canoes on the left branch of the Columbia, and, on the 15th of November, landed at the mouth of that great river, having traveled more than four thousand miles from the confluence of the Mississippi and Missouri rivers. Here they spent the winter and commenced their homeward voyage in March, 1806, by ascending the Columbia, re-crossing the Rocky Mountains, amid great hardships and perils, and after making several fatiguing diversions from the main route, they descended the Missouri river, and, after an absence of two years and three months, reached the city of St. Louis. This was the first systematic and authorized exploration of that interesting region. It required fortitude, daring and sagacity of the highest order, and involved great labor and untold suffering. Although at the present day the undertaking would be considered of so trifling a char-

acter as to scarcely elicit notice or remark, it was at that early period a matter of national solicitude and of great public benefit. The rocky chain had never before, in those latitudes, been penetrated, much less passed by the tread of the white man. The natural barrier between the two great oceans, so long supposed to be entirely insurmountable, had been overcome. The sources of the great Missouri had been sought and found, dashing through the mountain fastnesses and draining while they watered immense plains and prairies. Trans-Atlantic geography had taken a new degree in its development. Visionary topographical theories were dissipated. Important additions were made to the meager geological knowledge of the country. Natural history received an accession of important facts, and a spirit of inquiry and enterprise had been aroused which was destined never to slumber again until the two oceans became bound together by the appliances of civilization, of arts, of sciences and religion. It is not, therefore, astonishing that the news of the safe return of Lewis and Clark with their party was received throughout the country with great delight and much rejoicing, and that they were hailed everywhere as the great explorers of the day.

Notwithstanding the brilliant achievements of Lewis and Clark, the interior regions of the continent were of course but little and imperfectly known. The problem of possible transit, it is true, had been solved, but the maps and atlases of the times were covered all over with "unexplored regions" and impassable deserts. The United States had only an unimportant frontage upon the Pacific; the North-Western Territory, comprising the present states of Ohio, Michigan, Indiana, Illinois and Wisconsin, was unsettled and but partially explored; the Louisiana purchase added new and more access-

ible fields for enterprise and fortunes, and the boundless wastes beyond the great rivers were, by common consent, given over to savage and nomadic life. The missionary, the hunter and the trapper were almost the only whites who, for years, invaded the wildness of those almost unknown regions. In the few years that followed some unimportant explorations were made, when, at length, in 1816, Major Long, of the United States Topographical Engineers, commenced his examination of the country from the northern boundary of Texas to Lake Superior and the sources of the Mississippi. During eight years he was employed in this work, and, in that time, traversed more than twenty-six thousand miles of wilderness, prairie and plain, and gave to the world much new and valuable information in regard to those portions of the national domain. He made an expedition from Pittsburg to the base of the Rocky Mountains, penetrated the solitary ravines and explored the peaks and cañons. One of the highest elevations which he noticed was christened Long's Peak, and by that name it is still known as a landmark of the mountains.

The expedition of Colonel Bonneville in the prairies, reaching, however, no farther than the base of the mountains, is now of little interest except as the data from which our late countryman, Washington Irving, wrote his interesting work on western life, entitled, "Adventures of Captain Bonneville, U. S. A., in the Rocky Mountains and the Far West." Whether truth or fiction predominates in this work is a question which the reader of it must determine for himself.

Nicollet, the French astronomer and geological explorer, who was also the pupil and friend of Laplace, came to the United States in 1833 and immediately commenced an extensive examination of the southern states, and soon after

entered upon a scientific exploration of the sources of the Red, Arkansas and Missouri rivers. In 1836 he extended his observations to the head waters of the Mississippi. Afterwards he was engaged by the United States Government to revisit the far West and prepare a general report and map. His map was completed but his report was cut short by his death which was hastened by exposure. Fremont was his assistant on his last expedition.

The name of John Charles Fremont, the great explorer of America, has become evermore associated with the interior of the continent, and will be familiar to the student in geography, topography, geology, and indeed all the physical and natural sciences, so long as the Rocky Mountains stand upon their firm base. Whatever may be, or may have been the merits of General Fremont as a statesman or a military commander, may safely be left to the pen of impartial history to determine and record; one thing is certain beyond the possibility of successful contradiction—as an explorer, as an enterprising, energetic, intelligent, fearless discoverer, he stands among his countrymen without a rival or a peer. With the utmost complacency and safety might he rest his claims to an undying name upon his magnificent achievements in the mountains and upon the plains of the North American continent. Humboldt may have done more for science, but no one has done more for the world. Columbus, it is true, unwittingly discovered our continent and became immortal; Fremont explored what Columbus discovered, and determinately measured its capabilities and its uses! To say so much is not to enter the realm of flattery nor of eulogy, but to speak those sober truths which the discreet and honest historian will not fail to record. The teeming thousands, who, for more than

twenty years, have swelled the tide of emigration to the Pacific; the evidences of civil life, dotting the country and extending from ocean to ocean; the outreaching hands of trade, and commerce, and enterprise, of all sorts, skimming the plains and feeling among the gulches and cañons of the golden sierras, for glittering wealth; the iron track and the speeding train, coursing with exceeding velocity across the arid plains, and winding its devious way among the crags and peaks of the mountains; all these, with their accessories and concomitants, only bear testimony to the transcendent genius of the man who, regardless of labor, of peril or of good or evil report, demonstrated that the Alps of America could be made the highway of the world. The civic wreath which crowns the brow of the explorer will be fadeless, and the fame which he has achieved will be immortal.

Fremont was born in Savannah, in the state of Georgia, fifty-five years ago. At an early age he lost his father, and from his boyhood was the architect of his own fortune. The vicissitudes of his early life are not here important. After various struggles and serious failures, he at length struck upon the course of life for which nature seemed peculiarly to have designed him. In 1837 he accompanied Captain Williams, of the United States Army, in a military reconnoissance of the mountainous Cherokee Country, in Georgia, North Carolina and Tennessee. This was accomplished in the depth of winter, and amid mountain winds, frosts and snows. It was his first experience of that peculiar and severe kind of campaigning. In 1842 "Fremont," says one of his biographers, "projected a geographical survey of the entire territory of the United States, from the Missouri River to the Pacific Ocean, the feasibility of an overland communication between

the two sides of the continent being a leading idea in his scheme of explorations. He accordingly applied to the War Department for employment on this service, and having received, at his own suggestion, instructions to explore the Rocky Mountains, and particularly to examine the South Pass, he left Washington, May 2, 1842, and on June 10th began his expedition from a point near the mouth of the Kansas, a few miles beyond the Missouri border, whence he proceeded up the Platte River and its tributaries, through bands of hostile Indians, to the South Pass, which was carefully examined. He next explored the Wind River Mountains, the loftiest peak of which, 13,750 feet above the sea, he ascended, August 15th, accompanied by four of his men. This mountain is now called Fremont's Peak. From the Wind River Mountains, which he left August 18th, Fremont returned to his starting place, by nearly the same route that he had followed in going out. He reached the mouth of the Kansas, October 10, 1842, after an absence of four months. He had encountered much hardship and many perils, and had successfully accomplished all the objects of the expedition. Over the whole course of his extended route, he had made barometrical observations for latitudes and longitudes. The face of the country was noted as fertile or sterile, the practicability of routes was settled, military positions indicated, and large contributions made to geology and botany. His report of the expedition was laid before Congress in the winter of 1842–3. It attracted great attention both at home and abroad. It was praised by Humboldt in his "Aspects of Nature," and the "London Athenæum" pronounced it one of the most perfect productions of its kind. Immediately after the publication of his report, Fremont planned a second

expedition of a much more comprehensive character than the first. He determined to extend his explorations across the continent, and to survey the then unknown region lying between the Rocky Mountains and the Pacific Ocean. In May, 1843, he commenced his journey with thirty-nine men, and, in pursuance of his instructions, proceeded up the Kansas River far enough to ascertain its character, and then crossed over to the Platte, which he ascended to its source in the mountains, where the Sweet Water, one of its tributaries, springs from the neighborhood of the South Pass. He reached the Pass on August 8th, went through it, and saw the head waters of the Colorado flowing towards the Gulf of California. On September 6th, after traveling over seventeen hundred miles, he came in sight of the great Salt Lake, of which no accurate account had ever been given, and of which very vague and erroneous notions were entertained. His investigations effected very important rectifications in our geographical knowledge of this portion of the continent, and had subsequently a powerful influence in promoting the settlement of Utah and of the Pacific states. From the Salt Lake he proceeded to the upper tributaries of the Columbia River, whose valley he descended till on November 4th he reached Fort Vancouver, near the mouth of the Columbia. On November 10th he set out on his return to the States. He selected a south-east route, leading from the lower part of the Columbia to the Upper Colorado, through an almost unknown region, crossed by high and rugged mountain chains. He soon encountered deep snows, which impeded his progress and forced him to descend into the great basin, and presently found himself in the depth of winter in a desert, with the prospect before him of death to his whole party from cold and

hunger. By astronomical observation he found that he was in the latitude of the Bay of San Francisco, but, between him and the valleys of California, was a range of mountains covered with perpetual snows, which the Indians declared no man could cross, and over which no reward could induce them to attempt to guide him. Fremont boldly undertook the passage without a guide, and accomplished it in forty days, reaching Sutter's Fort on the Sacramento early in March, with his men reduced almost to skeletons, and with only thirty-three out of sixty-seven horses and mules remaining, and those that survived so weak and thin that they could barely walk while led along. He resumed his journey March 24th, and proceeding southward, struck the western base of the Sierra Nevada, crossed that range through a gap, entered the great basin, and again visited the Salt Lake, from which, through the South Pass, he returned to Kansas in July, 1844, after an absence of fourteen months, during the greater part of which he was never out of sight of snow."

In the spring of 1845, Fremont set out on his third expedition, to explore the great basin and the maritime region of Oregon and California. Examining the head waters of the rivers which rise in the dividing ridge between the Pacific and the Mississippi valley, he again visited the great Salt Lake, explored the Sierra Nevada, which chain he crossed again in the dead of winter, and after many perilous adventures successfully made his way to the valley of the San Joaquin. For some years political affairs engrossed his attention, and it was not until the autumn of 1848 that Fremont started on his fourth expedition, at his own expense. His route now lay along the waters of the Rio Grande, among Indians then at war with the United States. His

object was to find a practicable passage in this direction to California. Losing his way in the great Sierra, he and his party were subjected to almost intolerable sufferings, and some of them were reduced to the horrors of cannibalism to sustain life. He, however, accomplished the object of his search, and found a secure route by which he reached Sacramento in the spring of 1849.

His fifth and last expedition, undertaken on his own account, was commenced in September, 1853, for the purpose of completing the survey of the route taken on his fourth journey. He found passes through the mountains on the line of 38° and 39′ north, and reached California in safety, though not without the customary amount of hardship and suffering. For fifty days the party lived on horse flesh, and for days together had no food at all.

We have thus taken a hasty glance at the discoveries and explorations of the most interesting portion of the continent, down to the time when the accession of California to the United States, and the discovery of placers and mines teeming with deposits of the precious metals, set in motion that extraordinary emigration which swarmed in the mountains and pressed onward to the Golden Gate. As pioneers Lewis and Clark stand foremost. They demonstrated the possibility of crossing the unexplored and rugged waste and furnished the initial to those who succeeded them. Fremont earned for himself the title of the great "Pathfinder," and seemed almost to have been providentially raised up for the time and the occasion. The Gallic moiety of his nature gave buoyancy, hope and enthusiasm, while his Saxon blood and American education outcropped in indomitable will, dogged perseverance and a determination satisfied by nothing short of success.

The ideal of Columbus was a passage westward to the spicy groves and golden sands of India. He died when fruition was, seemingly, almost within his grasp. Fremont, when the proper time arrived, opened the path which Columbus sought in vain. At the approach of Fremont, snow-clad mountains seemed to fade away and become naught; rocky fastnesses melted into accommodating passes; yawning cañons became practicable and safe highways, and all barriers were proved to be unsubstantial and visionary. The explorations of Fremont, by throwing light upon the physical geography and topography of a vast region, evoked that first happy thought which has culminated in an almost completed railway from ocean to ocean. A prouder monument need not be coveted by any one. Had Fremont lived in the fifteenth century he might have been a Columbus; had the great Genoese been of the present century he might have been a Fremont.

In the month of February, 1848, gold was accidentally discovered on the property of Col. Sutter, in Caloma County, California. The news spread with great rapidity. Immediately the restless spirit of the East was aroused to extraordinary activity. Men left their farms, their work-shops and their merchandise to go in search of sudden wealth. Ease, comfort, home, friends, all which spring from, and are included in a fair condition of civilization or development were sacrificed without hesitation or regret. Men congregated in masses along the frontier, eager to rush over the plains and plunge into the mountains. All known modes of transit were brought into requisition, and when they were exhausted others were invented. And so, the thousands upon thousands rushed on, taking the roads hitherto marked out by the "Pathfinder," and swelling the grand caravan which was soon

to set new stars blazing upon the American flag—which was to raise a new Anglo-Saxon empire on the Pacific, and to give civilization and humanity new hopes, and extraordinary facilities for development and expansion. The Great Salt Lake Valley, but now recently known, became a point of attraction and of importance. There a singular people, moved by religious zeal and driven by religious persecution, established, as it were, their New Jerusalem, and began their important part in the wonderful living panorama. The explorer, with his suffering and his science immediately gave way to popular knowledge. The gates were opened and the irrepressible Saxon with firm tread and defiant look walked through to possess the land.

II.

RAILROADS:

THEIR HISTORY, USES AND VALUE.

The history of Railroads with their appliances, from their first incipiency to the present day, minutely followed, would be both curious and instructive. That history, notwithstanding the vast amount of material at hand, has, as yet, never been fully written. It involves much more than a chronological and statistical account of the progress of construction, and a detail of the various contrivances and inventions now known to locomotion by rail. It must necessarily enter into the philosophy of economics; discuss the commercial relations of states and nations; consider the moral and social questions involved, and, generally, elucidate the subject in its various connections and multifarious bearings. Such a history, it is hoped, will, at no far distant day, be written. It is our present purpose to give only a brief synopsis of Railroad annals.

The collieries of Newcastle-upon-Tyne, in England, had the honor of inaugurating the use of rails, nearly two hundred years ago. It was a rude contrivance made "by laying rails of timber exactly straight and parallel; and bulky carts were made with four rollers fitting those rails, whereby the carriage was made so easy that one horse would draw four or five

chaldrons of coal." Many changes were subsequently made in the construction of these tracks, but it was not until 1765 that the principal features of the present Railroad had been established. The bearings were first made of strips of wood, easily removed and replaced, for which straps of iron were subsequently substituted; and in 1767 cast iron bars were used. These bars were made five feet long, four inches wide, and one and three-quarter inches thick, and were firmly spiked to the lower rail. These were called "tram" roads from a Mr. Outram, who had much to do with their construction. At an early day the top of the rail was oval and the tire of the wheel was hollowed out so as to fit the convex surface of the rail. It was not until 1820 that machinery was invented for rolling iron into suitable shape for rails. Up to that time horse power was exclusively used, except that, on inclined planes, gravity was made use of for descending wagons, and ascending trains were sometimes thus drawn up by means of a rope passed around a wheel at the summit. Watt first suggested the idea of constructing steam carriages, and directed inventive thought to the locomotive. In 1782, Oliver Evans, of Philadelphia, patented a steam wagon, and two years after, Watt secured a patent for a locomotive. In 1812, engines were made with eight driving wheels, for the purpose of securing the required traction, while others were tried with posterior levers working alternately, like the hind legs of a horse. In 1825, the first Railroad in the world was opened for conveying passengers. It ran from Stockton to Darlington, and was worked with horse power. The year following, locomotives were successfully introduced in France, in which many of the peculiarities of the Stephenson engine were successfully adopted. In 1829, George Stephenson gave

to the world a locomotive which ran at an average speed of fourteen miles an hour, with a gross load of seventeen tons, and under favorable circumstances a speed of twenty-eight miles was attained. This was the model on which all steam locomotives have since been built. Thus, it is said, was established a new system of locomotion, vastly exceeding in capacity all others before known, destined to be rapidly extended, and to exert an extraordinary and most beneficial influence upon human affairs. At this time the maximum weight of the iron rail was thirty-three pounds to the yard, and the gauge, which has since become the national gauge of Great Britain, was four feet eight and a half inches. Inclined planes were in frequent use to draw trains up ascents, by means of stationary engines. The more important roads were built with double tracks as a measure of safety.

The first Railroad built in the United States was commenced in 1826 and completed in the following year. It ran from the granite quarries of Quincy, Massachusetts, a distance of three miles, to the Neponset river. It was built on granite sleepers, seven and one-half feet long, laid eight feet apart. The iron was composed of flat bars. The second road was completed in May, 1827, from the coal mines of Mauch Chunk, Pennsylvania, to the Lehigh river, a distance of nine miles. With the turn-outs and branches, this road exceeded thirteen miles in length, and was thought at the time to be a wonderful achievement. The rails were of timber laid on wooden sleepers and "strapped" with iron. The Delaware and Hudson Canal Company constructed their road from the coal mines to Honesdale in 1828, and in 1829 imported an engine built by George Stephenson, at his works at Newcastle-upon-Tyne, which was the first locomotive seen in Amer-

ica. This engine had four wheels, was furnished with the multitubular boiler and the exhaust blast. In 1831, four-wheeled trucks for locomotives and long passenger cars were first introduced on the Charleston and Hamburg road in South Carolina. These were designed by Horatio Allen, and with trifling change, his system of double truck running gear, including the application of pedestals to the springs, has continued in use to the present time in this country.

The Baltimore and Ohio road was commenced July 4, 1828, and was the first of that great system of roads which now form a net-work over a large portion of the country. In the first eight months of 1831, this road transported over eighty thousand passengers, and about six thousand tons of freight. In October, 1831, the number of passengers daily transported over the Hudson and Mohawk Railroad between Albany and Schenectady, in the state of New York, was three hundred and eighty-seven, and in 1832, a locomotive with a load of eight tons traveled on the same road at the rate of thirty miles an hour. Good authority states that in 1832, sixty-seven Railroads were in full or partial operation in Pennsylvania alone. From this time forward the roads in this have exceeded those in any other country.

In 1838, the number of miles of Railroad completed in the United States amounted to 1,843; in 1850 it had reached 8,827 miles, and at the close of 1860 it amounted to over thirty-one thousand. We have no data from which to ascertain the aggregate length of the hundreds of roads now in daily use, but it cannot fall much short of fifty thousand.

In Illinois, where in 1850 there were but twenty-two miles of Railroad, there were in 1858 over two thousand two hundred and fifty miles. At this time, twelve trunk and

twenty-nine branch and extension lines, in all forty-one roads, with seven thousand and nineteen miles of main track center at Chicago alone, a large proportion of which is built on Illinois soil. The number of regular passenger trains arriving at and departing from Chicago daily is ninety, and the number of freight trains ninety-six. The gross earnings of the main lines leading from Chicago, for nineteen years, commencing with 1849, show a grand total of over three hundred and forty-five millions of dollars!

The comparative statement of the extent and various conditions as to cost and profits of the Railroads of the principal countries of Europe and the United States, for the years named, is given in the following table from English authorities:

COUNTRIES.	Years.	Length of line open. Miles.	Total capital expended per mile of line open	Receipts from traffic per mile of line open.	Net receipts per mile of line open.	Proportion per cent. of working expenses to receipts.	Proportion per cent. which net receipts bear to capital expended.
Austria	1856	1,586	£16,378	£2,190	£1,040	52.70	6.32
Belgium	1856	445	16,391	2,158	898	58.16	5.48
France	1854	2,913	25,668	2,706	1,515	44.01	6.58
Germany, exclusive of Austria and Prussia.	1855	2,226	13,111	1,816	919	49.28	5.70
Great Britain—England and Wales...	1857	6,706	39,275	3,161	1,597	48.00	4.06
Scotland..		1,243	28,225	2,107	1,166	44.00	4.13
Ireland...		1,070	15,664	1,091	626	38.00	3.99
Holland	1857	163	19,931	1,709	667	60.96	3.35
Prussia	1856	2,503	14,101	1,877	909	51.59	6.22
Sardinia	1855	234	.....	1,477	703	51.38	.....
Spain	1855	130	.....	924	402	56.48	.....
Switzerland	1856	203	19,888	636	295	54.28	1.48
Tuscany	1856	132	15,556	966	520	46.18	3.34
United States	1855	17,481	8,275	1,234	568	54.00	6.70

By inspecting the foregoing table many important facts will appear. It will be observed that the United States, at

the time indicated, had more than twice as many miles of Railroad as any other country in the world. At the present time it is safe to say the proportion is at least as three to one. It will also appear that the cost of construction here is less than one-half in most European states, about one-third in France, and a little over one-fifth in England. It will further be noticed that the return for capital employed, in our country, exceeds that in any of them, which is a matter of no small importance. When it is considered that the natural increase of business here is greatly in excess of that of any other country, and that, year by year, the running expenses are being gradually and greatly diminished, the important fact is deduced that Railroad investments are, ere long, to become not only very safe but very profitable. The traffic on American Railroads increases rapidly and regularly. In this regard there is no retrogression. In short, it is safe to say that Railroad investments are, with us, the surest, safest and most productive of any. This may be said so far as mere investments are concerned. But when we take into the account the untold benefits which Railroads confer upon the country through which they pass; the limitless amount of territory which they develop; the cities, villages and towns which they create, and the many other benefits which they bestow, no just-minded person will dispute the proposition that no other investment is or can be so productive. Indeed, we deem it certain that the time has come when no prudent man can doubt the propriety of placing his surplus funds in those institutions which, by an inevitable necessity, not only distribute but create wealth.

The project of connecting the Missouri River with the Pacific Ocean resulted from the successful explorations of

General Fremont, and was first presented to public notice by Mr. Asa Whitney, in 1846. When first announced, it was generally considered chimerical in the extreme. Few persons thought the enterprise possible, and less expected to live to see its completion. Mr. Whitney agitated the scheme for several years in every possible way. The acquisition and settlement of California afforded new and potent reasons for the building of the road, and finally the serious attention of the Government was directed to the subject. In March, 1853, Congress made an appropriation of $150,000 to defray the expenses of necessary surveys, and several parties, fitted out and equipped in the most perfect manner, were dispatched by the War Department. With a single exception these explorations were in charge of officers of the Topographical Engineer Corps of the Army. The work was prosecuted with great vigor and thoroughness, and the result embodied in thirteen volumes of reports with maps and profiles, which were printed by order of Congress. As a matter of history, it may be stated that these explorations were made under the immediate orders and superintendency of a man named Jefferson Davis, then Secretary of War, but more lately notorious as a traitor. Ten routes were examined and reported upon. Of these, two were pronounced altogether impracticable. Of the remaining eight, the comparative cost was estimated at from sixty-eight millions to over one hundred and forty millions of dollars. The altitude above the sea of the highest points on the eight feasible routes varied from 5,717 feet to 8,373 feet, which last had reference to the route near the 41st and 42d parallels, from Council Bluffs, Iowa, the same being substantially the one adopted by the Union Pacific Company. It is proper to remark that the highest

altitude of this road as constructed is found to be 8,248 feet, a fact which shows the remarkable accuracy of the preliminary surveys. The length of this route was estimated at two thousand and thirty-two miles, and the cost of construction at $116,095,000. The number of miles of the route which would pass through arable land was estimated at six hundred and thirty-two. Finally, in 1862, after mature investigation and deliberation, Congress authorized the building of the great Union Pacific Road from the Missouri River westward, and the Central Pacific from the California coast, the two to meet and form a continuous line. It is a semi-Governmental work, and eminently national in its designs and character. The donations of land and the subsidies made by the United States constitute a munificence unequaled in the history of improvements, and the steady, persistent and enlightened enterprise of those men who have prosecuted the great work, stand without a parallel in the world. When we consider the magnitude of the undertaking, the difficulties to be encountered and the discouragements to be overcome, all former projects, however important or successful they may have been, are dwarfed into comparative insignificance. Starting from almost the extreme of our western border, it traverses for its whole distance an unsettled and generally unproductive country, with little wood and no supplies. It stretches across arid plains and plunges into mountain defiles, spans broad rivers and leaps, as it were, over yawning chasms. Undaunted by the varied and almost innumerable physical impediments which abound all along the route, and regardless of dangers of the situation springing from the hostility and perfidy of the savage tribes of Indians which swarm along the whole line, these brave men have gone on with their work until success

is assured and victory is certain. It is said that the men who are so actively prosecuting this great enterprise are actuated by selfish motives, and that the result of their labors will be princely fortunes. Very likely. They do not claim to be missionaries, and men who value their services at so low a rate as to work for nothing are not the ones to successfully build Railroads, especially where extraordinary difficulties are to be overcome, incredible hardships and privations to be endured and great risks to be taken. All honor to the men!

Some of the unusual features of the Union Pacific Railroad have been already enumerated; others may be readily mentioned. The possibility of spanning the continent with an iron way has been practically demonstrated. There is no longer doubt upon this subject; hence this is likely to be the pioneer of many other and similar enterprises.

Unlike all others, this is peculiarly an American road, and the interests of the Government are so intimately interwoven with it that it assumes the character of a national work. The means for its construction have been drawn entirely from domestic sources, and every pound of iron used or to be used upon it is the product of American work shops. It was commenced and vigorously prosecuted in the midst of a desperate and expensive war, when the very life of the nation was trembling in the balance, thus demonstrating, not only the faith of its projectors in the permanency of our Government, but furnishing evidence of the great material ability of the country.

During the late war it was sufficiently proved that Railroads, besides furnishing indispensable means of transit for troops and munitions, were themselves the strongest and most avail-

able fortresses that could be erected. They gave a sort of omnipresence to armies, and by frequently duplicating forces, made great movements and splendid victories easy, which without them would have been impossible. They have now become military necessities, and may be considered as an important arm of the service. Viewed from a military point, the Union Pacific Railroad possesses a value which can hardly be over-estimated. It insures peace and safety along its route, and affords the means for the ready and perfect protection of the Pacific coast.

Of late years there has been a tendency towards the consolidation of Railroad lines having a common interest, for the purpose of securing greater certainty, usefulness and economy. The Chicago and North-Western Railway affords one of the best illustrations of the importance and success of consolidation. The following statement, compiled by one peculiarly versed in Railroad affairs, is to the point, and embodies much valuable information:

"In 1848 a charter was procured by the officers of the Galena & Chicago Union Railroad Company for a branch of their road into Wisconsin, to be called the Beloit & Madison Railroad. Various changes and combinations took place, the Illinois & Wisconsin Railroad Company being incorporated in 1851, and merged in 1855 with the Rock River Valley Railroad (formerly the Beloit & Madison), into the Chicago, St. Paul & Fond du Lac. In 1857 this road was consolidated with the Wisconsin & Superior Railroad, which had received valuable land grants for a line to the great iron and copper regions of Lake Superior. In the revulsion of 1857 the Chicago, St. Paul & Fond du Lac Railroad was mostly ruined. It survived the storm, though badly shattered, and

in 1859 was organized as the Chicago & North-Western Railway.

"In 1864 the Chicago & North-Western achieved a great step in obtaining control of the Galena & Chicago Union Railroad, then one of the best paying roads in the country.

"The Fulton branch, which was included in this consolidation, is, with its extension across Iowa, perhaps the most important branch of the great line, on account of the vast westward region which it will open up. It runs due west 136 miles almost on an air line to the Mississippi, at Fulton, where it crosses on a splendid bridge, erected in the rapid current, in some places forty feet deep, at a cost of $400,000, and pushes on across the rich fields of Iowa towards the Missouri River at Omaha, which place it reached early in 1867, being 500 miles west of Chicago. Here it connects with the great Union Pacific Railroad. When this great enterprise is completed, the whole immense territory from Lake Michigan to San Francisco will be bound by a continuous line of rail.

"In 1865 the Chicago & Milwaukee became a permanent part of the great Chicago & North-Western system by virtue of a perpetual lease. In 1862 the Peninsula Railroad was chartered by the Legislature of Michigan, to run from Escanaba, or Green Bay, to the great iron regions at Negaunee, sixty-two miles, and thirteen miles south of Marquette, and in 1864 the Chicago & North-Western Company obtained control of this also. The remaining link to Marquette on Lake Superior is supplied by the Michigan & Bay de Noquet Railroad. This line, in connection with the fine steamers which run between Escanaba and Green Bay, one hundred miles, where the main line of the Chicago & North-Western Railway terminates, forms a delightful route for summer

travel, and opens up the great lumber and mining regions of Wisconsin and Michigan.

"An enterprise of scarcely less importance than any of those already mentioned is now on foot to extend the Madison Division of the great North-Western system to Winona, and thence up the Mississippi to St. Paul, tapping the immense fur and other business of the North-West. The distance from Madison to Winona is about 130 miles, and from thence to St. Paul about 90 more—making 220 to be built. Negotiations are now pending in regard to the construction of this important line.

"The following are the lines constituting the great system now known as the Chicago & North-Western Railway:

"*Wisconsin Division.*

"Chicago & North-Western Railway—From Chicago to Fort Howard, Wis., opposite Green Bay, 242 miles.

"*Peninsular Division.*

"From Escanaba to Negaunee, Mich. - - - - 60 "

"*Kenosha Division.*

"Kenosha & Rockford Railroad—From Kenosha, Wis., to Rockford, Ill. - - - - - - - - - - 73 "

"*Milwaukee Division.*

"Chicago & Milwaukee Railway—From Chicago to Milwaukee, - - - - - - - - - - - - - 85 "

"*Madison Division.*

"Beloit & Madison Railroad—From Caledonia, on the Kenosha Division, to Madison, - - - - - 60 "

"*Galena Division.*

"Galena & Chicago Union Railroad—From Chicago to Freeport, - - - - - - - - - - - - 121 "

"*Fox River Valley Division.*

"From Elgin, on the Galena Division, to the Wisconsin State line, - - - - - - - - - - - - 35 miles.

"*Omaha Line.*

"Dixon Air-Line Railroad—From Chicago to Fulton, - - - - - - - - - - - - - - - - - - 136 "

"From Clinton, Iowa, opposite Fulton, to Omaha, Nebraska, - - - - - - - - - - - - - - - - 364 "

"Total length of C. & N. W. Ry., - - - 1,176 miles.

"The last annual report of this great consolidated line gives an idea of the amount of business transacted by it. The gross earnings for the year ending May 31, 1867, of all the lines of road operated by this company, including the leased roads in Iowa, and the Chicago & Milwaukee Railway, were $10,161,735, being an increase of $1,035,663 over the previous year. The operating expenses were 69 91-100 per cent. of the gross earnings, or $7,193,993; leaving the net earnings over operating expenses, $3,057,742.

"During the year there were purchased or built by the company 76 locomotives, 9 passenger cars, 18 baggage cars, 1,570 freight and way cars, and 197 ore cars. The present equipment consists of 248 locomotives, 133 passenger cars, and 5,556 other cars.

"The earnings for passengers were $2,945,016; for freight, $6,649,589; and for mail, express, &c., $567,129.

"The value of the property of the road is $45,864,322, being $5,857,226 more than the previous year. The total number of passengers carried during the year, each way, was 1,533,028. The number carried to Chicago was 345,182; from Chicago, 413,440."

It should be remarked that the Chicago & North-Western Railway has given important aid in the construction of the Union Pacific, and that it forms an indispensable link in the great chain which is to bind the Atlantic to the Pacific Ocean.

The Railroad system of the United States is yet in its infancy. Less than forty years has elapsed since the first rail was laid. Many discouragements have been met and vanquished. Yet so accustomed have we become to these wonderful utilizers, that we are slow to realize their importance, or to appreciate their significance. Let us look a moment at this subject. There are not far from thirty-five thousand miles of Railroad in the United States, which at an average of forty thousand dollars to the mile, represent a capital of one thousand four hundred millions of dollars. At fifty-six pounds to the yard, it requires two millions four hundred and thirty thousand tons of iron to lay the track. Twenty years is the utmost length of time which Railroad bars will last; the average is much less, and it is safe to assume that this incredible amount of iron has to be replaced every fifteen years. The working expenses of each mile per annum is found to average about six hundred dollars, or an annual aggregate of twenty-one millions. An army of men is constantly employed, day and night, in this great interest, embracing the best executive and financial ability, men of science, and of art, persons of high mechanical attainments, besides skilled and common laborers. Indeed, railroading has already become an industry of itself, a trade, a profession which is constantly absorbing a large amount of the best talent of the land. In the late war, the element in our Northern armies drawn from this interest, gave us a great advantage over

the enemy, and contributed largely to our final success. We had almost an army of practical engineers ready at a moment's notice to build a bridge, or an engine, or to locate and construct a railroad, or a line of telegraph.

The increase in the value of property, and the impetus given to all kinds of business and industries by railroads, if reduced to the lowest money valuation would constitute a sum quite incredible. They have opened up and settled immense territories, giving a commercial value to many commodities before considered worthless; they have increased the price of nearly all the products of labor by affording facilities for exchange; they have created towns and cities and established many notable marts of trade; they have stimulated intellectual improvement, have benefited the moral status of the land and added largely to social culture and enjoyment. They are not only great revolutionizers but the most important civilizers the world has ever known.

The city of Chicago and the state of Illinois may be very properly referred to for the purpose of illustrating the great benefits resulting from railroad communication. In 1833, the town of Chicago was organized when there were exactly twenty-eight voters. The city was chartered in 1837, in which year the first census showed a population of 4,470. There were then four warehouses and three hundred and ninety-eight dwellings. The celebrated river and harbor convention of 1847 found there a population of less than 20,000, prostrated and impoverished by recent financial and commercial reverses. In 1850 the first railroad, twenty-two miles in length, penetrated the city, and the census stood at 28,269, which doubled every four years till it reached 130,000, and now it is found to be over a quarter of a million. The total value of agricultural

productions in Illinois in 1839–40 was $11,577,281, and in 1849–50 it was $57,404,114. Careful and accurate men now estimate the amount at not much less than two hundred millions, and all other interests have increased in about the same proportion. One fact stands out boldly and can not fail to attract the attention of every one. It is this: The progress of Illinois, of Chicago and of the railroads permeating the state and centering at the wonderful city have increased since 1850 in about the same ratio.

It is observable that notwithstanding the great increase of railroads and the facilities which they afford for moving the products of the country, the business of our water thoroughfares has not only not been diminished, but has been very materially augmented. This shows that railroads increase production and stimulate enterprise in a much larger ratio than they afford facilities for transit and transportation. The remark is applicable not only to our own but to other countries. And yet it is a curious fact that the first roads built in the United States were not designed to carry freight. Indeed, the roads in the State of New York were strictly prohibited from performing such service, and it was only after a severe struggle that they obtained the right to transport property in the winter when the canals were closed. Subsequently all restrictions were removed.

The electric telegraph since its invention has been the steady pioneer and almost constant companion of the railroad. Indeed, so intimately are their uses interwoven that railroading would be, at the present time, almost impracticable without the aid of the telegraph. The writer of these pages was present in Cleveland, Ohio, in the summer of 1847, and heard the first tick of the first telegraph constructed west of

Buffalo and north of the Ohio river. The line ran from Pittsburg to Cleveland, and the first message conveyed over it was a congratulation from the Mayor of Pittsburg to J. A. Harris, Esq., then Mayor of Cleveland, and one of the editors of the DAILY HERALD of that city. H. B. Ely, Esq., of Rochester, New York, now deceased, was the constructor of that line.

III.

MANUFACTURES AT THE WEST.

WESTERN AND EASTERN FACILITIES FOR MANUFACTURING COMPARED.

The manufactures of the West, although less concentrated than in older sections and lacking, to a degree, the system and consequent economy which maturity affords, are scarcely surpassed by the great work-shops of the East. It has long been one of the vain imaginings of the rugged New England states that there, and there alone, was to be the seat of wealth and of that productiveness resulting from ingenuity and skilled labor, in our land. This phantasy if not already, is certainly in a fair way soon to be dispelled. The notion that these states are peculiarly adapted to manufacturing industries seems to spring from the oft repeated maxim that nothing is created in vain; and as nature has withheld from them those endowments which render other industrial achievements possible, they have thoughtlessly concluded that they are predestined to be the spinners and weavers and general artisans of the continent. The conclusion, whether logical or not, is at least flattering, and so long as it is harmless should perhaps be allowed to stand; but there is a logic of events, a conclusion

springing from facts and the nature of things, with which New Englanders would do well to acquaint themselves. They will then ascertain that the time is approaching when they will be obliged to seek other uses for their "hills and rills," or abandon the maxim to which they now so fondly cling. It is not pleasant to undeceive those whose ignorance has long been a very profitable bliss; but the truth if not spoken here will be sure to assert itself in the current and fast crowding events of the West.

Undoubtedly the most economical, safest and consequently best point for manufacturing, other things being equal, is where production and consumption meet. That point, so far as the West is concerned, is assumed and can be proved to be in the West and not in the East. What are the relative advantages of these two sections in this regard?

In New England the motive power is very generally, though not exclusively, water. From her innumerable hill-tops, mountain streams come rushing, wildly and madly, down to the lower lands, and form by their united volume water courses, which in some instances assume the dignity as well as name of rivers. By these streams and rivers a large proportion of the machinery is moved. In the springtime they are impetuous and uncontrollable. The sun of summer parches the hill sides and dries up their sources. For a portion of the year sufficient power is obtained to drive a large amount of machinery. This, however, is not constant. An ordinary drought reduces the largest river to a thread and a long continued one dries up the water altogether. As the country has been cleared, as the hills and intervals have been denuded of their wealth of original forest, the volume of running waters has been gradually but certainly and permanently

decreased, and year by year the process goes on. So true is this that it is thought by many that, ere long, a large portion of the hitherto valuable mill-sites will become entirely valueless. At the best, even now, they are intermittent and inconstant, and many water mills are obliged to be furnished with steam engines to guard against frequent and disastrous stoppages. When steam is used, fuel is generally scarce and expensive. The precipitous character of the country occasions many and destructive floods, rendering all mill property liable to accident and much of it hazardously insecure. The raw material which enters into the composition of most fabrics has to be transported a long distance, often passing the very door of the consumer a thousand miles from the manufactory. In this process not only are great expenses incurred but much time and a large amount of extra capital is required. The manufactured articles must find a market in the West, and, for this purpose, are subjected to heavy transportation charges, extra insurance and loss of interest. The intervention of an army of commission merchants, agents and other middlemen is required to keep up the communication between the producer and the consumer. Subsistence for employees has to be obtained from the teeming prairies of the West, all of which is subjected to heavy freights and the usual commissions. The needs of the market for which products are destined are but imperfectly known, and losses from this cause must be sustained or undesirable goods be forced upon the consumer with detriment to one party and dissatisfaction to the other.

On the other hand, the West is noted as much for the length and magnitude of its rivers as for the fertility of its soil. Notwithstanding the generally even surface of the country, the main water courses have so decided a fall that

extraordinary manufacturing facilities are duplicated at frequent intervals. The water power is abundant, constant and entirely inexhaustible. Buildings and machinery are subjected to no unusual danger or risks. Floods, for the most part, are unknown, and such disastrous freshets as are frequent in hilly countries never occur. The streams are nearly all fed from springs or lakes which form fountains or reservoirs, pure, clear and inexhaustible. From this latter circumstance arises the fact that extreme low stages of water are infrequent and stoppages from want of motive power are never experienced. The average volume of water flowing in the streams, instead of being decreased as the surrounding country is improved, is considerably augmented by the surface water thrown off by cultivation and drainage. Nor is this accretion insignificant; for it is well known that many minor streams which, at an early day, were useless for mechanical purposes, are now valuable for the mill-sites which they furnish. In localities where it is necessary to use steam, wood, coal or an excellent quality of peat is usually found in abundance and can be procured at very low prices. A large proportion of the material used in manufacturing is the product of the soil of the West, and only requires short transportation to bring it under the manipulation of the operative. Wool, flax, hemp, corn, coal, lumber, iron, copper and lead are leading productions of our western soil and mines, while cotton is readily within reach at small cost for moving. Homes are cheap and accessible to persons of moderate means; schools are excellent and entirely free; manhood is estimated at its intrinsic worth, stripped of all those fortuitous appliances which encumber and depress it in older communities; a nobility of sentiment is predominant which, under all the

circumstances and vicissitudes of life, recognizes in man a fellow man, and dares to maintain the potent truth that though humble, depressed or even debased

"A man's a man for a' that."

Subsistence is plenty, cheap and easily obtained without paying tribute to speculators, middle-men or transportation companies; taxes are comparatively insignificant; poor rates are nearly unknown, because there are few paupers; and, more important than all this, the market for all commodities produced is at the very door of the manufactory! Exchanges are therefore easily and cheaply made. The taste, wants and convenience of consumers can at all times be consulted, known and accommodated, and the mutual interests of those who produce and those who consume be continually cultivated and subserved.

But it is argued that in the West there is a deficiency of capital wherewith to carry on large manufacturing enterprises, and that had we the capital, the experience and skilled labor is wanting. Viewed as a present expediency or a sudden emergency, perhaps there is force in the objections; prospectively considered, no talk could be more maudlin or puerile. Is it to be for a moment supposed that the capital of the country is to remain forever among the bleak and deserted hills and mountains of New England, or in the hands of the effete and rotten speculators of Wall street? For a time, it is true, to those purse-proud vampires who control a large aggr gation of the country's wealth—to those who have much, much may be given; but the center of trade, of manufactures, of capital as well as empire is fast approaching the Far West. The agricultural resources of the prairies, bottoms and plains of the lakes, Mississippi, Missouri and cis and trans-mountain states

and territories are almost infinite; while the gold and silver and the coarser metals enveloped in the gulches, ravines and spurs of the Rocky Mountains and the sierras is, in intrinsic value, beyond computation or comprehension. The single territory of Colorado, new and sparsely settled as she is to-day, has more real wealth within her borders than was ever counted in New England and New York put together; Indiana, Illinois, Iowa, Missouri, Kansas and Nebraska can duplicate the bread-stuffs of the world and have a large surplus on hand, to bestow with more than princely munificence upon the starving peoples of the old and new world; the copper of Lake Superior, the lead of Illinois, Wisconsin and Iowa, the iron of Michigan, Missouri and the Rocky Mountains, and the coal of the great Mississippi basin are priceless in their values and simply render ridiculous all attempts at even approximate computation. Capital, indeed! Why, in a quarter of a century the West will not only be in a condition to command the uttermost dollar that is needed, but she will have it in her own coffers; and as for workers of skill and experience, where are they to be found, except where the great law of supply and demand draws them? To this day the West has never suffered even a momentary inconvenience from the want of expert workers in any branch of mechanical or manufacturing labor which she has undertaken. In fact, it is well known that the word has only to be sent forth that they are needed, and any reasonable demand will be at once supplied by the best of those who now ply their vocations in the workshops and factories of Europe and New England.

Only eighteen years have passed since the first locomotive ever built west of Buffalo, was turned out at the Cuyahoga Iron Works, at Cleveland, Ohio. It was constructed under

the superintendency of Mr. Elisha T. Sterling, now deceased, and specially and constantly inspected at all stages by Mr. Harbach of the pioneer railroad contracting firm of Harbach, Stone & Witt. It was the first of eleven engines included in one contract and was fully equal in all respects to those afterwards made, or to the best ones at that time turned out at the New Jersey or Massachusetts shops. Now the best of locomotive engines are built west of the Missouri River, at a handsome profit over cost and transportation of eastern machines.

The West has long excelled the East in the quality, style, finish and cheapness of railroad passenger, sleeping and palace cars. Two palace cars constructed by the Michigan Southern & Northern Indiana Railroad Company, last year, at Adrian, Michigan, surpass any mechanism of the kind hitherto known in the world.

The carriages and wagons made at the West are cheaper, better and every way more desirable than the eastern ones. The article of farm wagons especially has been brought to so complete perfection in Indiana, Illinois and Iowa that competition is not only impossible but ridiculous. The Studebaker wagon built at South Bend, Indiana, has reached a point of perfection never dreamed of at the East, and is closely followed by many other western manufacturers.

The agriculturists of the western states would sooner think of going to Greenland for sugar or to the tropics for ice than to New England for their implements of husbandry and farming machinery. Western brains and western skill have culminated in an almost absolute monopoly of this branch of industry, and that too without the aid of that species of governmental subsidy commonly called protection.

The Watch Factory at Elgin, Illinois, has proved a perfect success, as well in the quality of the article produced as in a pecuniary point of view. The finest works are made without difficulty and with great perfectness; and Waltham, Massachusetts, finds a successful rival in the prairies of the West.

The great Singer Sewing Machine Company have recently located their extensive works at South Bend, Indiana, and their machinery is henceforth to be driven by the waters of the beautiful St. Joseph river. They have no apprehension that skilled labor will not be abundant, and very wisely conclude that the proper place for making their valuable instrument is in the midst of a people sensible enough to use and with the ability to pay for it.

While the woolen mills of New England are languishing and the proprietors are clamoring for more protection, the factories of the West are flourishing and remunerative. The quality of the goods manufactured is excellent and the prices reasonable. In a few more years eastern mixtures of cotton and shoddy will be entirely superseded by honest fabrics of domestic wool from western looms.

In short almost all manufacturing industries are rapidly, quietly but surely seeking a settlement in those great states of the West which are soon to become the centers of population and wealth. The tide is already setting away from the boundaries of New England and the hopeful Yankee may complacently sit on his native rocks and look in vain for it to roll back. It will never come. The fiat of destiny is irrevocable. The course of empire is marked and certain. The fertile and picturesque valleys of the St. Joseph, the Rock, the Iowa, the Cedar, the Des Moines and hundreds of other rivers and streams at the West, will be made musical by the whir of the

spindle and the clang of the anvil when New England shall have been remitted to her original solitude, and it shall have been conceded that her meandering rivulets are no longer worth a dam.

IV.

THE CAPABILITIES OF THE WEST.

A GENERAL VIEW.

We have already taken a brief view of the discovery and explorations of the country between the lakes and the mountains and stretching over the western slope to the Pacific. It is now proposed to speak briefly and, necessarily, in very general terms, of that wide expanse, destined, at a day not far in the future, to be the political, agricultural, commercial and manufacturing center of the great republic. The nineteenth century was apparently foreordained as the period in which the political and industrial center of "the globe which we inhabit" should be removed from the effete capitals of the eastern hemisphere and permanently domiciled in the new world. An insignificant island, not so large as a state of first magnitude in our American system, has long monopolized the trade and emoluments of the great, and, up to this day, little known, country of the Indies of the East. Wealth and power, interwoven and consolidated with injustice, tyranny and untold oppressions, have been the result. Indeed, so carefully and successfully has the game been played that, for years, that little island has been able to boast that the sun never

goes down upon its possessions. What possessions? How obtained? Stolen provinces wrenched from honest peoples by conquest, cruelty, an intolerable excess of misrule and oppression. Might, not right, has ever been the watchword of the Briton. With an island containing scarcely territory enough to accommodate its "home offices" and furnish domains and pleasure grounds for its aristocracy, "Great" Britain, so called, in disregard of all facts and in defiance of all harmonies, has for centuries, until recently, maintained her position as the ruler of the seas and grand buccaneer of the oceans. Within the last twenty years, however, the world has learned to regard the old refrain, "Britannia rules the wave," as the language of the braggart, and Great Britain has been dwarfed down from the first of the leading, to a position with the second or third class powers. California is now conceded to be the gateway to the commerce of the Indies, and the overland route from the Golden Gate to the Atlantic is to bear the wealth of the famed Orient to the shores of Europe. The whistle of the locomotive is already heard amid the defiles of the Rocky Mountains, and the plains are immediately to become the pathway, not of one, but of many nations. A vast extent of territory, larger than the average of European sovereignties, is to be developed and subjected to the uses of civilized man. What are the capabilities of that country and what its probable future?

It is but recently that the fertility, the wonderful capacity of the prairies of the West have been appreciated. It is now patent to every observant thinker that the granary of the world is to be transferred to the interior of our continent. For untold centuries, nature in her mysterious and silent operations has here been maturing the elements of an agri-

cultural wealth unequaled on the globe. With slight aid from the hand of man, the prairies, plains, valleys and mountain slopes, stretching from the lakes to the Pacific, are capable of feeding the world. The state of Illinois, within the present century entirely reclaimed from the rule of aboriginal savagism, and even now sparsely settled and in a condition of very primitive immaturity, is to-day almost an assurance to the civilized world against famine or want. Bread and meat from her fat fields fill the warehouses of the sea-board and are leading commodities in many of the chief marts of Europe; and yet, with her agricultural productions amounting in value to nearly two hundred millions of dollars yearly, Illinois has only given a small earnest of her coming fruitfulness, and is only one of many states, each equal to her in natural wealth and the elements of productiveness. Between the Mississippi and the lakes, millions of broad acres invite the industrious and enterprising worker to plenty and to fortune. Between the two great rivers, the Mississippi and the Missouri, stretches a wonderful domain, but triflingly developed, capable of sustaining an empire in luxury. Lands, unsurpassed in productiveness, can be had merely for the asking, where toil is sure to be rewarded and independence is certain. West of the Missouri and reaching far away to the base of the great mountains, immense prairies, plains and bottoms are in reserve for generations to come, while the mountains themselves, in addition to the vast deposits of mineral wealth which crop out at every angle, are indented in their length and breadth with valleys of inexhaustible fertility. The Pacific slope teems with fatness and its agricultural productions have already rivaled, nay, surpassed the wealth of the mines. Such, in brief, is the great West, a country of infinite possi-

bilities; an incipient empire, destined, in the fullness of time, to exercise a controlling influence over the destinies of the world!

The traveler from the lakes to the mountains is apt to undervalue that great expanse of territory which he traverses. He is bewildered by its immensity. Political, social, industrial and commercial problems which have no parallel and as yet have had no solution, crowd upon him and he vainly strives to outwork them. He recognizes the prophecy of events but he fails to realize its fulfillment, and it is only when he observes the ever increasting tide of humanity rushing into the wilds and establishing out-posts of civilization that he catches glimpses of the golden future. He sees the population of the continent, which in 1854 was but forty millions, augmented, by the well ascertained rate of increase, to be eighty-eight millions in 1900, and to one hundred and seventy-six millions in 1925. A large proportion of this mighty throng he finds domiciled upon the three millions of square miles over which the flag of our country now floats. The plains and the mountains are teeming with intelligence, industry and busy life. He beholds new cities, new marts of trade, new industries. A dozen iron roads, instead of one, span the continent and carry from ocean to ocean the commerce of half the world, with incredible speed. The political center of our country has passed the Missouri and the capital of the nation rears its dome almost in sight of the snow-capped peaks of the West. This is not a picture so far fanciful as to be beyond the realm of probability; it is based upon reason and drawn from experience. The full conclusion which we have a right to draw from the logic of the past, would, indeed, add much to our prophecy of the future; but

when moderation itself assumes the appearance of hyperbole it is better, perhaps, to remit the subject to the development of time. Had some seer of twenty years ago written a prophetic history of the events which have matured from that time to this day, he would have been set down as a visionary enthusiast or a fool; and, very probably, had he ventured so far as to have predicted that, before 1870, travelers would pass from New York to San Francisco in a week, by railroad, he would have been considered a fit subject for treatment at the nearest lunatic asylum.

Ninety-two years have passed since the independence of our country was declared. For nearly one-fifth of that time our government has been engaged in foreign or domestic war. At the outset we had only thirteen states, sparsely settled by less than three millions of people; the valley of the Mohawk was then the far west; western New York was Indian territory and to a great extent unexplored; the first white settler had not penetrated to the banks of the Ohio; the north-western territory was entirely under aboriginal rule; the great valleys of the Mississippi and the Missouri had only been partially revealed to the furtive glance of the hasty adventurer; the country beyond, the plains, valleys and mountains had, to the public mind, only a sort of fabled existence; the Floridas were dependencies of Spain and the Louisiana territory was held and governed by France; Texas and California belonged to Mexico, which was a Spanish province; steamboats, railroads and telegraphs were unheard of and beyond even the imagination of man; the city of New York, now the metropolis of America and the second commercial center of the world, was only a paltry town of some fifteen thousand inhabitants; Philadelphia had less than thirty thousand people;

Brooklyn, the third city of the present day was a small village of Dutch market-men; Cincinnati was an Indian camping place and Chicago a morass, uninhabited even by savages. Behold now the change! Behold, and then predict who can, the achievements of the century to come. With an hundred stars glittering in the American diadem; with vales and mountains inhabited by hundreds of millions of industrious, free and happy people; with the wealth of the mountains revealed; with all her varied and almost infinite resources developed, the great republic will stand before the world without a peer, unparalleled in the past and without fear of rivalry in the future. The "mother country," in decrepitude and decay will then lean upon her vigorous offspring for sustenance and support; and sister nations will ask and modestly receive protection from the controlling power of the earth.

V.

THE GUIDE.

FROM CLEVELAND TO CHICAGO.

It was late in the year 1852 when the railroad from Cleveland to Toledo was so far completed as to admit of the transit of passengers. This was the last link required to complete the chain of rail communication between the sea-board and Chicago. This latter city at that time contained not over 55,000 people and Cleveland had not far from 20,000. Chicago now numbers her quarter of a million and Cleveland has reached nearly to 100,000. The traveler of that day will not fail to remember that the passage of the Maumee at Toledo was tedious and difficult. There was no bridge. The "middle ground" had not been improved and utilized. Rude ferry boats and a dismantled hulk of the old steamboat Clinton were used for purposes of transfer. Sometimes hours were consumed in making the passage from the cars to the hotels in Toledo. This road, the "Cleveland & Toledo," passes through the thriving and picturesque village of Elyria, in Lorain County, and thence to Oberlin, an important and well known seat of learning. From Oberlin it passes to Norwalk in Huron County, a place of considerable importance, and

thence through FREMONT to TOLEDO, 113 miles from Cleveland. It is one of the best roads to be found in the country, and is managed in a model manner. It was at an early day under the superintendency of E. B. Phillips, Esq., now President of the Michigan Southern & Northern Indiana road, and up to this day can show a record almost entirely unobscured by accident or detention.

OBERLIN is thirty-four miles west of Cleveland, and has a population, exclusive of students, of about 3,000. The college here was founded in 1834, in the midst of a forest and with no surroundings at all prepossessing. For many years Oberlin, because of its entire and persistent adherence to the anti-slavery doctrines of the day, was extremely and very generally odious. Amid all discouragements, however, it held its way, steadily increasing in population and influence, and giving to the world, year by year, well educated and sterling men and women. The institution is open to both male and female students, among whom, so far as education is concerned, there are no inequalities. It has several distinct departments, occupies seven large buildings and has an annual attendance of about one thousand students. From the commencement, no distinction in any regard has been made between students of different creeds, nations, bloods or colors. Oberlin, before the war, was always in the van of anti-slavery efforts, and never had a first rate reputation in the extreme South.

NORWALK is the county seat of Huron county, fifty-six miles from Cleveland, and has a population of nearly six thousand. It is one of the oldest cities of northern Ohio and has long been noted for beauty of location, the enterprise and intelligence of its inhabitants and all of those concomitants which go to make up a desirable place of business or residence.

It contains the county buildings and several educational institutions, among which are the Norwalk Institute and a female seminary. Its mechanical industry is considerable, and the surrounding country healthy and productive.

The city of Toledo is 113 miles by railroad west from Cleveland. The population in 1840 was only 1,232. In 1860 it had reached 13,768 and now contains probably not far from 20,000 people. It is an important commercial town, possessing a fine harbor and enjoying excellent railroad facilities. During its early settlement it was proverbially unhealthy, but it has outgrown that impediment and is now almost noted for its healthiness. Toledo is accessible to 6,000 miles of lake shore, and by canal is connected with Cincinnati, and Evansville, Indiana. By railroad it is in daily communication with the chief cities of the East, South and West. Its trade is large and constantly increasing. A large proportion of the travel from the East reaches this point by what is called the South Shore Route. By adopting this route the difficulties, annoyances and extra expense of passing through a foreign country (Canada) are avoided, and time economized. The traveler has also an opportunity of seeing several fine American cities and of becoming acquainted with an agricultural region of great fertility. It is decidedly the favorite and best route to and from the West.

From Toledo the Michigan Southern & Northern Indiana Railroad runs 242 miles to Chicago. This is perhaps the most perfect railroad in the Union. It traverses an excellent and well cultivated country, running through the beautiful valley of the St. Joseph from Hillsdale, in Michigan, to the western part of St. Joseph county, Indiana, and thence by the shores of Lake Michigan, to Chicago. Its management

is entirely unexceptionable and its appointments not only excellent but magnificent. The palace cars upon its day line, running without change from Chicago to Cleveland and the reverse, are unequaled in point of luxury in the world; while its night trains are furnished with the best sleeping cars which art can construct or money procure. Its capital stock and bonded debt represent a capital of over twenty millions of dollars, and the total number of miles annually run by all trains would reach more than ninety-five times around the globe! The track owned, maintained and operated by this company is as follows:

Toledo to Chicago, old line, - -	242.06	miles.
Main track north of 22d street, Chicago,	1.18	"
Toledo to Elkhart, air line, - -	133.20	"
Air Line Junction to Detroit, - -	61.51	"
Adrian to Monroe Junction, - -	33.60	"
Palmyra Junction to Jackson, - -	44.40	"
Side tracks, - - - - -	62.32	"
Total, - - - - -	578.27	"

E. B. Phillips, Esq., is President; Charles F. Hatch, Esq., Superintendent, and C. P. Leland, Esq., General Passenger Agent of this road.

The Michigan Southern and Northern Indiana possesses the very great advantage of having, for over one hundred and thirty-three miles, two separate and distinct tracks, viz.: from Toledo, Ohio, to Elkhart, Indiana. They are known as the old line and the air line, and are equally excellent. By reason of these two roads the probabilities of accidents are greatly decreased and dispatch secured. From Toledo to Chicago, over the old line of this road, the traveler passes

through the main towns of Adrian, Hudson, Hillsdale, Jonesville, Coldwater, Sturgis and White Pigeon, in Michigan, and Elkhart, Mishawaka, South Bend, Laporte and Calumet, in Indiana.

Adrian, the county seat of Lenawee County, Michigan, is thirty-three miles from Toledo, and has a population of about 10,000. It is situated on a tributary of the Raisin river, and has an inland trade of considerable importance. The Detroit, and the Monroe and Jackson branches of the M. S. & N. I. road diverge from this point. The manufacturing interests of Adrian are in a healthy condition and fast increasing. It has excellent schools, good hotels and many fine churches; and is rated as the third city in the state of Michigan.

Hudson is a small but growing town in Lenawee county.

Hillsdale county, Michigan, containing some of the highest land in the peninsula, is the fruitful mother of rivers. Here rises the St. Joseph of lake Michigan, the St. Joseph of the Maumee, the Raisin and the Kalamazoo. Several other small streams rise in, or traverse the county. The surface is generally rolling, with abrupt swells, which may, perhaps, properly be called hills. The soil is rich and productive. In several places fine quarries of a very good quality of sandstone crop out, well adapted for building—almost the only ones to be found in the lower peninsula. Lime and iron ore are found, though not in large quantities. Wheat, corn, potatoes and wool are the chief agricultural productions. The village of Hillsdale is the county seat. It is very pleasantly situated near the outlet of Baw Beese lake, and is noted for the romantic beauty of its surroundings. It enjoys a large and increasing trade, and its manufactures are in a thriving condition. Hillsdale College, a large and esteemed institution,

under the control of the Freewill Baptists, is located here. Both male and female students are admitted.

The village of JONESVILLE is situated about four miles north-west of Hillsdale, on the Michigan Southern and Northern Indiana Railroad and on the St. Joseph river, which even here, furnishes a very good water power. It is, properly, the first village in the valley descending the river. Its population is estimated at nearly two thousand, and noted for intelligence and enterprise. It contains several manufactories, among which is an extensive woolen factory.

The city of COLDWATER, the seat of justice of Branch county, Michigan, is situated on the east branch of the river of the same name, and not far from Coldwater lake. Mr. Clark, in his Gazetteer of Michigan, says that "this is one of the most beautiful and pleasantly located towns in the country, being located in the center of a farming region that is unsurpassed for fertility and productiveness, and inhabited by an enterprising and refined class of people, who evidently take great pride in rendering their city neat and attractive." It has a population of over five thousand. The celebrated Loomis' Battery went from here, and the six guns with which they did such splendid service have been returned to the city, and are there held as mementos of patriotism and valor. Aside from the elegant public school, built at the cost of over $30,000, the public buildings are unimportant. There is located here a very fine "Young Ladies' Seminary," which is performing a work of great usefulness. Hon. Anson Burlingame, who has recently attained to a world-wide celebrity by his connection with the Chinese Embassy, is a native of the township of Coldwater and spent his early boyhood there.

STURGIS is a thriving prairie town of about 2,000 people,

surrounded by a country renowned for its productiveness. The Michigan & Indiana Railroad now in course of construction crosses the Southern Michigan here.

WHITE PIGEON is located near the Indiana line and is the southern terminus of the St. Joseph Valley Railroad, running north to Kalamazoo. Pigeon river flows through the town, and affords good and abundant water power. Considerable manufacturing is done here, and the town is in a healthy and flourishing condition. The population is nearly or quite two thousand.

We now pass into Elkhart county, Indiana, the population of which is about 30,000. The county contains 472 square miles, or 302,080 acres of land. The number of acres returned for taxation is 291,830, which shows the waste land, village plats, &c., to be but a small fraction over three per cent. The last property valuation, as returned, is as follows:

Real Estate, - - - - - -	$4,604,163
Personal Estate, - - - - -	4,101,493
Total for taxation, - - -	$8,705,656

But these figures fail entirely to give the *actual* value of the property in the county. It does not include a large amount of property exempt from taxation, and the taxable is only an approximation to the real value.

There are nine villages in the county, viz.: Goshen, Elkhart, Middlebury, Bristol, Millersburg, Waterford, Wakarusha, New Paris and Benton. The first two are important towns; the others are thriving points for local trade.

The St. Joseph river enters the state of Indiana and the county of Elkhart near the north-east corner of Washington township, and runs south-westerly, through Bristol to Elkhart;

thence, nearly due west to St. Joseph county. The Elkhart river enters the county near the north-east corner of Benton township, and runs nearly west, through the village of Benton to Jackson township; thence it pursues a north-westerly course through Waterford and Goshen, in Elkhart township, across Jefferson and Concord townships, to Elkhart, where it enters the St. Joseph. It is a fine stream, of considerable volume, and has several valuable mill sites upon it. At Goshen it is made available for manufacturing purposes to a large extent. The Little Elkhart passes through Middlebury and joins the St. Joseph at Bristol. Christian creek rises in Michigan, enters Elkhart county at the north-west corner of Oseolo township, and runs thence nearly south to Elkhart, where it falls into the St. Joseph. Turkey creek enters into the Elkhart river some four miles south of Goshen. Baugo creek and its tributaries serve to water much of the west part of the county.

The Michigan Southern and Northern Indiana Railroad touches the county in York township, runs south-westerly through Bristol and Elkhart to the west line of Baugo township, where it enters St. Joseph county. The air-line branch has its western terminus at Elkhart, and runs almost due south-east, through Goshen and Millersburg, to the north-east corner of Benton township, a distance of about twenty miles, where it leaves the county.

The soil of Elkhart county is invariably of a most excellent quality, and well adapted to the production of fruits, vegetables, and all kinds of grains and grasses. The climate is good, the water excellent, and no county in the state of Indiana stands higher in every desirable respect.

Elkhart is an important railroad point. Here the air and

the old line of the Michigan Southern and Northern Indiana road join, it being by the former 133, and by the latter 142 miles to Toledo. The distance to Chicago is 100 miles. The only eating house upon the line is located here. It is in great favor with the public. Its hotel accommodations are complete.

Goshen is the county seat of Elkhart county. It is situated on the east bank of the Elkhart river, and about eighty rods from the lower point of Elkhart Prairie. This prairie is about five miles long by three miles in width, and is noted for the depth and richness of its soil. The site of the town was formerly oak openings.

In 1860 Goshen had 2,042 inhabitants; at the present time the number does not vary much from 3,500. The town is in a healthy condition, and increasing rapidly in wealth and importance. The Michigan Southern and Northern Indiana Air-line Railroad runs through the western part of Goshen.

There are several towns on the air-line east of Goshen, some of which are important and thriving, but a large proportion of the country is quite undeveloped, but the immigration induced by the railroad will very soon bring it under cultivation. The soil is good and excellent timber abounds.

St. Joseph is one of the most important counties in Indiana. The face of the county is handsomely diversified, and is in every respect well adapted to all kinds of agricultural industry. The soil may be divided into four kinds, viz.: the light, sandy soil of the original oak openings, or barrens; the black, sandy loam of the thick woods; the deep, vegetable mold of the prairies; and the natural meadows or marshes. The former of these is quick, easily tilled, and is highly prized for the culture of fruit and for horticultural and gardening purposes.

It readily responds to the application of fertilizers and to all the appliances of good husbandry. It is no more easily affected by drouth than the prairie or the thick woods; and seldom suffers from excessive rains. The little labor and expense required to bring it from a state of nature under cultivation, secured for it the favorable notice of the early settlers of the county; and many of the first and best farms are located upon it. The densely wooded sections of the county, or as those localities are technically called, the "thick woods," present a soil noted for its strength, certainty and durability. The original growth of the timber upon these lands has been the marvel of all observers; and it has never failed to be a token of the great producing capabilities of the soil when cultivated in the ordinary crops of the farm.

The prairies are Terre Coupee, Greene's, Portage, Harris, and Sumption's. Terre Coupee is much the largest, being about nine miles long and an average of three in width. It is quite level and exceedingly fertile. The others are more rolling; but none of them differ essentially from the ordinary prairies of the West, excepting, perhaps, in the high state of cultivation to which careful management has brought them. The marshes are quite numerous, but none of them of much magnitude, except the celebrated Kankakee, which commences two miles from the St. Joseph river, near South Bend. It is but a few years since these lands began to be prized at something near their real value. At present, however, under a proper system of drainage, they have become very desirable. In many localities the coarse marsh grass and useless weeds have given way to fields cultivated with wheat, corn or other crops, or to pasture, or meadow lands thickly set in timothy or blue grass. The *Kankakee* marsh, or perhaps more pro-

perly, the Valley of the Kankakee, in particular, presents a remarkable illustration of the benefits of judicious drainage. Here, on four square miles of land, or about two thousand five hundred acres, there has been constructed over twenty miles of ditch, averaging eight feet in width by four feet in depth. These ditches have an average fall of about four feet to the mile. Three-quarters of this drainage is through the outlet of the Kankakee lake into the St. Joseph river, some two miles distant, and more than forty feet below the surface of the lake and the surrounding country. Along here is the dividing line between the waters flowing into the St. Lawrence on the one hand and into the Gulf of Mexico on the other. Indeed, so equal is the poise here, that it is frequently impossible to tell in which direction the water is inclined to run, when unobstructed or unassisted by art. Some years ago, it is said, the outlet of the Kankakee lake was by the way of the river of that name towards the south-west; and old Government maps make the head of the river in the lake. It is also asserted, upon what seems to be abundant evidence, that by the breaking away of an old beaver dam, the waters of the lake were diverted to the St. Joseph and the lakes.

The valley of the Kankakee is ascertained to be a mine of useful wealth and capable of furnishing an inexhaustible supply of fuel at low prices. The following from *Leavitt's Peat Journal* is interesting in this connection:

"There is one peat bog in Indiana over sixty miles long, with an average width of three miles, extending from South Bend to the Illinois line, along both sides of the Kankakee river. It is possible, at small expense, to lower the bed of this river below the marsh, so as to drain the peat ten or fifteen feet deep. In places it is known to be over forty feet

deep. The amount of fuel in this bog is perfectly incalculable, or rather incomprehensible, to any ordinary class of minds. South of the Kankakee, the peat bogs between there and the Wabash are simply immense, and they are traversed by three railroads.

"The only objection we ever heard to the prairie-marsh peat is that it is generally too light, porous, spongy; too much of it undecomposed fibre of coarse grass and weeds to make good fuel when dried. That objection is all obviated in just such peat when worked in a condensing machine.

"Numerous tests have been made with this class of peat from all the extreme north-western states, which prove that it is highly combustible, and leaves a very small per cent. of ash. It is the very material needed in all the prairie towns to make gas; for that it is excellent."

Mishawaka is situated on both banks of the St. Joseph, within about a mile of the most southern point of that river. The site is one of very great natural beauty, and art and taste have added largely to its original loveliness. On the south side there is a gentle upward slope from the river bank, far off beyond the limits of the town. Here, embowered beneath a profusion of natural and cultivated trees, shrubbery and flowers, is built the main portion of the town. On the opposite side the banks are more precipitous, forming a high table of land, seemingly designed by nature for its present uses. The hydraulic power afforded by the St. Joseph river, at this place, is excellent.

South Bend, the most important city in northern Indiana, and destined undoubtedly, when its great facilities are even moderately developed, to become one of the largest manufacturing and business centers of the West, is situated on both

banks of the river St. Joseph, in Portage township, near a point where the river suddenly turns from a nearly west course and stretches away with a rapid current, northward, into the state of Michigan. The site of the city is extremely picturesque and beautiful. On the west bank of the river an abrupt bluff rises to the height of some forty feet, thence, for a distance varying from one-fourth to three-quarters of a mile, extends a beautiful table of gravelly land, eminently fitted for purposes of building. Then ensues another elevation, of some ten or twelve feet, with a succession of fine, dry and eligible building ground. This is the old town of South Bend. The location is elevated and commanding, and the character of the soil and the excellent facilities for perfect drainage, are a perpetual guarantee of healthy and attractive places of residence, and dry, hard and durable thoroughfares for locomotion. The rich, sandy loam, of which the soil is composed, forms abundant nutriment for the healthy and rapid growth of innumerable shade and ornamental trees, indigenous to the locality, among which may be mentioned the sugar and silver maple, the elm, the sycamore, the walnut, and the oak; while gardens are filled with thrifty apple, pear, peach, plum, cherry and quince trees, and an abundance of the smaller fruits. The streets are wide and regular, crossing each other at right angles, and at convenient intervals. The grades are uniform, with a sufficient fall toward the river to secure perfect drainage, and afford a never-failing auxiliary to the natural healthfulness of the place. The business houses are capacious and convenient, while many of them, by their imposing appearance, impart a metropolitan air to the city. The private residences, many of which are of brick, are generally neat and tasteful, and frequently illus-

trate some of the most modern and artistic achievements in architecture.

On the east side a wide and rich bottom stretches away from the margin of the river, with a gentle acclivity, until it is lost in the romantic hillsides bordering upon the domain of Notre Dame du Lac. This, until recently, was the village of Lowell. It is now a part of the city. Through the bottom, and sufficiently elevated to be secure from inundations, runs a capacious race, affording a large number of excellent mill sites, and abundant hydraulic power. Here are also many fine business localities and desirable lots for private dwellings. The time cannot be far distant when this now sparsely settled delta will be the industrial center, not only of the city, but of northern Indiana.

Nature has here been lavish of those advantages which only require the developing hand of human enterprise to yield rich and sure returns. Here the whole machinery of Lowell or Lawrence might be driven without intermission, and still there would be power left for new comers and new enterprises—not among the rugged hills and rocky mountains of New England, where the chief "agricultural productions" are school-houses and men, but in the very lap of luxuriance and plenty, and at the doorway of the capacious market of the great West.

The population of South Bend, including the late village of Lowell, was, in 1840, according to the census of that year, 728; in 1850, it was 1,653; and in 1860 it had reached 3,832. A liberal and fair estimate of its present population results in about 9,250, which is probably within bounds and not far from exact. At the present rate of increase, and with the unusual inducements for men of capital, business or leisure to

settle here, it is quite safe to say that the census of 1870 will show a population of nearly 15,000.

In 1842 the South Bend Manufacturing Company was chartered, and in the following year the company built a substantial dam across the St. Joseph river, which affords an abundant and almost exhaustless hydraulic power, and which has contributed largely toward the permanent prosperity of the place.

The first determined effort at utilizing the great water power afforded by the St. Joseph, at South Bend, was made by Joseph Fellows, Garrett V. Dennison, Thomas W. Alcott, James McKown, William J. Worth, and John Van Buren, all of the state of New York. Most of these men will be recognized as having figured largely in public life; Judge McKown, General Worth, and John Van Buren, especially, have since been widely known. The property which they purchased is now owned by the South Bend Hydraulic Company, a corporation with a capital of $100,000, composed of *live* men who are now engaged in enlarging the capacity of the power and perfecting it for an almost unlimited use. This company has a right to the use of one-half the water flowing in the river, which is equivalent, at a very moderate estimate, to a sixty-horse power for one hundred water wheels. They have a race five hundred yards in length, and it is now in process of improvement. When completed it will be one thousand yards long, one hundred feet wide, and seven feet deep. The fall of the river, over the dam, is eight feet on the west side and nine feet on the east side. The fall from the head to the mouth of the race is twenty-eight inches. Such a hydraulic power in New England would ensure the building of a city of fifty thousand inhabitants in two years. It would

set the capitalists of Boston half crazy in an hour; and agitate the "hub of creation" to the extremity of every spoke. But when it is considered that here this power is, in reality and for every practical purpose, worth one hundred per cent. more than it would be if located in any part of New England, who can compute its value? But when we go further and state the fact, which exists to-day, that this is but one-half of the power now in perpetual motion at South Bend, and the additional one that for a distance of more than one hundred and fifty miles, the St. Joseph is competent to duplicate the whole of it every five miles, the senses are astounded, and every attempt at computation becomes not only futile but farcical. It requires no effort of the imagination, but only the exercise of those more sober and reflective faculties which enter into the mental composition of the successful business man, to see that the time is approaching — that it is now almost here — when this valley must and will be an industrial bee-hive, unsurpassed in any section of the land.

One-half of this immense power is owned by the South Bend Manufacturing Company, alluded to above. Their race extends over one thousand feet, on the west side of the river, and every water lot upon it, but two or three, is already occupied. Right there, under the hill, in those unpretending mills and factories, lie the main-springs of the prosperity of this infant city. Wars may come, the elements may be unpropitious, crops may fail — no matter! The prosperity of the city is not retarded. The hum of industry goes on. Labor reaps its full reward; capital is safely employed and richly remunerated, and wealth, with all its comforts and blessings, pours in, in an uninterrupted stream.

All branches of manufacture are in a healthy condition.

The demand for all articles produced more than equals the supply. Sales are easily made, and with little outlay for commissions. Wages are liberal and promptly paid. Living is cheap, and operatives, as well as employers, are thriving and independent.

When the charter expired, in 1856, and the Bank of the State of Indiana was incorporated, a branch was organized here with a capital of $100,000, afterwards increased to $150,000, which continued until the First National Bank, with a capital of the latter amount, took its place. In addition, there is now in operation a branch of the Bank of the State of Indiana. Under the late free banking law of the state, the Bank of South Bend was located here by some Eastern capitalists. It was little more than a redemption office, but was one of the few of its class that never suspended.

The property of the city is valued for taxation at $2,522,977. This is less than one-half its actual value, which may be safely put at $6,000,000. The levy for 1867 is only about sixty cents on the dollar.

No other city in the state presents so varied and excellent facilities for the training and education of youth, of both sexes, as South Bend; and probably these facilities are not excelled in any part of the continent. As early as 1832, when the chief part of the inhabitants of the valley were the red men of the forest—the Miamis and the Pottawatomies—the Rev. Stephen T. Badin visited the spot now known as Notre Dame, and, with an eye schooled to the appreciation of the beautiful in nature, became impressed with the loveliness of the situation. The gently undulating surface, the groves of magnificent oaks and other trees of the forest, the natural fertility of

the soil, the abundant growth of native grasses, the profusion of wild flowers, the crystal lakes, and generally all that could contribute to the composition of a scene of rural beauty and almost absolute enchantment, attracted the attention of Father Badin and became a prophecy, in his mind, of future advantages and pious uses. He, therefore, lost no time in becoming the owner of a magnificent domain, of some eleven hundred acres, and with a zealous devotion to the Catholic Church, resolved to dedicate it to the education of youth. With him to resolve was to execute. He placed the title in the hands of the ruling authorities of the Church, and in a few years it was transferred to the "right man in the right place," the Very Rev. E. Sorin, priest of the congregation of the Holy Cross, who, with a few brothers of the same order, had then recently come to America from France. In 1842, Father Sorin (with his *confreres*) took possession, and, with that pious determination and indomitable energy which enter largely into the character of this extraordinary man, he immediately commenced that system of improvements which has, in a quarter of a century, resulted in placing "Notre Dame du Lac" very far towards the head of the educational institutions in America.

The "University of Notre Dame" was incorporated by the Legislature of Indiana in 1844. It is situated on a table of land elevated nearly a hundred feet above the St. Joseph river, and distant from the river and the center of South Bend but a little over one mile. It is on the banks of two lovely lakes of clear, cool spring water. On one hand Arcadian groves of native forest trees, adorned by all the appliances of cultivated art, invite to their cooling shades and silent retreats; on the other a landscape of sylvan beauty,

rarely surpassed, stretches as far as the eye can reach. The college is of most liberal proportions, and of that subdued, though tasteful style of architecture, eminently fitted for its uses. An air of quietude and neatness pervades every part, not only of the college but of the whole domain. It is conducted by the Fathers of the Congregation of the Holy Cross, assisted by a number of competent lay professors in the various branches of study. The whole is very ably presided over by the Rev. W. Corby, Father Superior. These educators, with a profound appreciation of the keynotes of the human mind, have successfully elaborated, and, with admirable tact and ability, now conduct an institution which is not only valuable but attractive. Here is no rude coercion, no fear of punishment, no abnegation of individualism, but all are kept within the line of duty by a noble sense of honor and justice. A healthy emulation is excited by various devices which appeal to the higher and nobler faculties of the youthful mind.

The University has recently, in addition to the land above spoken of, purchased a tract of about thirteen hundred acres in Harris township, and they also own a fine peat bed on the Kankakee, which they have commenced working. A trial of this peat shows it to be superior in every respect, as fuel, to the best wood.

The Northern Indiana College, a Methodist institution, is located at South Bend, at the west end of Washington street, just one mile from the court house. Its position is easy of access, healthy, and affords a fine view of the city and surrounding country.

St. Mary's Academy, under the direction of the Sisters of the Holy Cross, and devoted to the education of females, is

pleasantly situated upon the east bank of the St. Joseph river, not far from one mile below South Bend. This is exclusively a boarding school. It has already earned for itself a high reputation and as a consequence is very liberally patronized, both by Catholics and Protestants. The buildings are large and well adapted to the purposes for which they were constructed. Hot and cold baths attached to the sleeping apartments form a peculiarity which may well be copied elsewhere. Only one wing of the edifice, as it is designed to be, has been yet erected. There is ample accommodation for several hundred pupils. It has just entered upon its thirteenth year of usefulness. All branches of a liberal female education are taught, including vocal and instrumental music and the modern languages. Its proximity to Notre Dame, it being less than a mile distant, is a great convenience to parents having children at both institutions.

St. Joseph's Academy is an institution for the education of females, and is situated in the city of South Bend. It is an elegant edifice of large proportions, and is under the management of the sisters of the Holy Cross. This school is intended for the accommodation of externs, or day scholars, in which it differs entirely from St. Mary's, where only boarders are taken. It has been in operation only about three years, but has already won a large share of public favor.

St. Patrick's Select School is situated in South Bend, contiguous to the church of the same name. It is a Catholic school, of the parochial order, and not incorporated. It was organized in 1866, by the present principal, Rev. P. P. Cooney. It is intended for boys. This school is in a thriving condition, and enjoys a substantial patronage.

Public schools are kept in the several wards of the city

throughout the year. There are in addition several private English and German schools.

The first newspaper west of Detroit and north of Logansport was published at South Bend, in 1831, by Hon. John D. Defrees, the present Superintendent of Public Printing at Washington. It was called the *North-Western Pioneer.* Hon. Schuyler Colfax, Speaker of the House of Representatives and candidate for the Vice-Presidency, resides here. The South Bend Gas Light Company have their works nearly completed and the city will soon be lighted with gas. These works, erected by Messrs. Murray, Baker & Walker of Fort Wayne, constitute a model of their kind, and are well worthy the inspection of others contemplating similar structures. The Singer Sewing Machine Company have recently located here, and are now engaged in erecting very extensive workshops. Early in the year 1869 they will have in operation the largest manufactory of the kind in the world. Altogether, South Bend is an interesting city and should not escape the notice of those seeking locations in the West.

To say that the St. Joseph river in Michigan and Indiana is a beautiful stream of water, and that the country through which it flows is a very pleasant and productive valley of land would be a truthful generalization not likely to be disputed, but equally applicable to many other rivers and their surroundings. Indeed, it may be doubted whether the eye of the poet or of the painter would here meet with that satisfaction easily to be found in more ungenial climes and amid more rugged formations. To the eye of the utilitarian, however, he who seeks for immediate and more practical uses, very little is here wanting to insure the highest gratification. Almost from its very source, the river has such a volume of

water and such a gradual but decided fall, as to afford a succession of valuable locations for the development of hydraulic power; and the country which it at once waters and drains, though in many places highly picturesque and beautiful, is noted more than for all else, as a section where rural abundance is almost spontaneous. Perhaps no valley in the land, of equal size, is capable of yielding more sure or more ample rewards to the industrious worker, or offers greater facilities for the support of a dense population of enterprising people. This fact cannot but be apparent to even the casual observer. The numerous and large fields of all the cereals adapted to the latitude bear ample testimony to the quality of the soil; natural meadows, thickly set in the rich native grasses and affording abundant and excellent herbage; orchards laden with their pomological treasures, gladdening the sight and tempting the appetite; gardens rejoicing in succulent luxuriance; natural forests of useful and ornamental trees, all these and much more, give to the landscape an air not only of plenty but of absolute profusion. Add to all this the fact of easy culture, speedy and cheap transportation and a good and never failing market, and the dream of the agricultural utopian appears to be realized. But add, further, the extraordinary facilities for all manner of industrial pursuits afforded by the immense hydraulic power of the river, and a reality, not a picture, is produced which challenges competition or comparison.

Each town and village along the valley, which has struggled up from the days of the early settlement of the country, is now becoming the nucleus of a thriving and important center of industry and trade. The rose colored expectations of the first settlers and the feverish excitement occasioned by the

construction of railroads through the country, each visionary and delusive, have subsided into a more sober and practical view of things, and now there seems to be, not only a rational appreciation of the facilities which nature has afforded, but a substantial exhibition of that practical application and energetic action which forms a sure presage of success. A generation of white men have quietly seen the St. Joseph river sweeping past their doors, wasting its mighty powers in improvising sand-bars and in dancing over riffles. That generation, while waiting, like Micawber, for "something to turn up" to their advantage, have passed away. A new era has dawned. Enterprise is at work. Genius and art; intelligence and thrift; capital and labor have combined in a sort of co-operative union for the purpose of subjecting to humanizing uses the hitherto unappropriated and unappreciated capabilities of the situation.

It is proper to remark that for much of the interesting matter of several of the foregoing pages we are indebted to the "Gazetteer of the St. Joseph Valley in Michigan and Indiana," published last year.

Laporte, the capital of Laporte county, is a beautiful and thriving prairie city, fifty-eight miles east of Chicago. It has a population of nearly 7,000, has many fine residences and quite extensive manufactories. The Michigan Southern and Northern Indiana have large machine and repair shops and a round-house here. The Cincinnati, Peru and Chicago road here forms a junction with the M. S. & N. I. road. Laporte is situated at the north end of Door prairie, and twelve miles from Lake Michigan. It is in the immediate neighborhood of several very fine lakes of clear pure water, and surrounded by a highly cultivated country of surprising fertility. Prob-

ably no city in the land has better public schools, and no one of its size can boast of a more enterprising, intelligent and refined population.

Ten miles west of Laporte is the crossing of the New Albany and Salem Railroad, running from Michigan City to the Ohio river, by the way of Lafayette. Passengers for Lafayette, Indianapolis, Louisville and Cincinnati change cars here.

Speeding westward the train soon passes the small village of CALUMET, and, crossing the Michigan Central Railroad, enters the sand-hill region bordering upon lake Michigan. The Central crossing was many years ago the theater of a fearful accident, in which many lives were sacrificed. There need be no fear now, however, as, by a very proper law of the state, all trains on both roads are compelled, under heavy penalties, to come to a dead stop before passing the junction. Such a regulation is, we believe, observed by all roads before making a crossing. It is a very proper, because it is the only safe, mode of procedure.

A few miles now brings the traveler to the state line, which is marked by a handsome granite monument, and he enters the state of Illinois, and soon catches glimpses of the wonderful city of Chicago. Very shortly the train reaches its destination in the most magnificent depot in America, if not in the world.

The state of Illinois has an area of 55,405 square miles, or 35,459,200 acres. Its extreme length is 388 miles, and its average breadth 212 miles. The following table exhibits the population of the state for fifty years down to 1860, and gives an idea of its astonishing growth:

United States Census.	White.	Free Colored.	Slave.	Total.
1810	11,501	618	168	12,287
1820	53,788	457	917	55,162
1830	155,061	1,637	747	157,445
1840	472,254	3,598	331	476,183
1850	846,034	5,436	.....	851,470
1860	1,704,323	7,628	.....	1,711,951

The ratio of increase for forty years is given as follows:

From 1810 to 1820, increase 349.53 per cent.
" 1820 to 1830, " 185.17 "
" 1830 to 1840, " 202.44 "
" 1840 to 1850, " 78.81 "
" 1850 to 1860, " 101.06 "

The census of 1860 shows Illinois to be the fourth state in the Union in point of population, only New York, Pennsylvania and Ohio ranking ahead of it. The census of 1870 will probably reverse the position of Illinois and Ohio. The spectacle of so large a population as Illinois contained in 1850 more than doubling itself in a decade, by the regular course of settlement and natural increase, has no parallel in the history of peoples. Well may it be said that the condition to which this state has attained in the last forty years is a monument of the blessings of industry, enterprise, intelligence and free institutions.

Illinois occupies the lower part of that inclined plane of which Lake Michigan and both its shores are the higher sections. The greater elevation of the country is 800 feet, and the mean elevation about 550 feet above tide water. Extending, as it does, nearly 400 miles north and south, it has a diversity of climate and temperature highly beneficial to its agricultural interests. For months there is a succession of fruits and vegetables, and wheat from one end of the state is

in the market and being made into bread long before it is ripe in the northern sections. The soil is of diluvial origin, and it is claimed that at an early geological period the whole state formed a portion of the bed of an immense lake. Prairie largely predominates, although large bodies of timber are found in very unequal distribution. The soil of the prairies is deep, rich, and exceedingly fertile, producing a large growth of native grasses; and, when cultivated, yielding enormous crops of vegetables, fruits and cereals. Indian corn is easily and extensively cultivated, and both winter and spring varieties of wheat are raised in great excellence and profusion. No other state in the Union produces so many and so fine cattle and swine. Illinois beef and pork have long taken the lead in the markets of the world. The dairy products are unimportant. In 1860, the assessed value of property was as follows:

Real estate, - - - - -	$287,219,940
Personal property, - - -	101,987,432
Total, - - - - -	$389,207,372

The true value of the real and personal property in 1850 was $156,265,006, and in 1860, $871,860,232, showing an increase in ten years of $715,595,276, or within a fraction of 458 per cent. The number of acres of improved land in 1850 was 5,039,545; in 1860 it was 13,251,473. The cash value of farms in 1850 was $96,133,290, and the value of farming implements and machinery was $6,405,561. In 1860 the cash value of farms had increased to $432,531,072, and of implements and machinery to $18,276,160. The return of live stock for 1850 and 1860 shows as follows:

	1850.	1860.
Horses	267,653	575,161
Asses and Mules	10,573	38,881
Milch Cows	294,671	532,731
Working Oxen	76,156	90,973
Other Cattle	541,209	881,877
Sheep	894,043	775,230
Swine	1,915,907	2,279,722
Total	4,000,212	5,174,575

The value of live stock was in 1850 $24,209,258, and in 1860, $73,434,621.

The following table gives a comparative statement of the chief productions of agriculture for the years indicated:

		1850.	1860.
Wheat	bushels,	9,414,575	24,159,500
Rye	"	83,364	981,322
Indian Corn	"	57,646,984	115,296,779
Oats	"	10,087,241	15,336,072
Irish Potatoes	"	2,514,861	5,799,964
Barley	"	110,795	1,175,651
Buckwheat	"	184,504	345,069
Value of Orchard Products	dollars,	446,049	1,145,936
Value of Market Gardens	"	127,494	418,195
Value of Home-made Manufactures	"	1,155,902	933,815
Value of Animals slaughtered	"	4,972,286	15,159,343
Butter	pounds,	12,526,543	28,337,516
Cheese	"	1,278,225	1,595,358
Hay	tons,	601,952	1,834,265
Wine	gallons,	2,997	47,093

In consequence of the extensive and unprotected prairies and plains, the winds, especially in the winter season, are very disagreeable, and sometimes destructive. The winters are excessively cold, and the summers very hot. The mean annual temperature on the 40th parallel is about 54° Farenheit, that of summer 77°, and that of winter 33½°. Vegetation comes forward early, and severe frosts are seldom known before the first of October. In the early summer the face of the country presents a beautiful aspect—sometimes appear-

ing "like an ocean of flowers of various hues waving to the breezes that sweep over them." An alluvial formation, called the American bottom, extends along the Mississippi for about ninety miles, and has a breadth of some five miles. It is of wonderful richness, rivaling the famed valley of the Nile. Some of these bottoms, it is said, have produced annual and heavy crops of Indian corn for over two hundred years without manure, and with indifferent cultivation.

The general salubrity and healthiness of the climate have been well attested, although at certain seasons of the year fevers and fluxes, occasioned by the decay of the exuberant vegetable growth, are somewhat frequent and sometimes fatal in their type. The upland prairies and oak openings are, however, quite free from epidemic disorders. Taken altogether, Illinois may be set down as one of the healthiest states in the Union. The year ending June 1, 1860, shows the per cent. of deaths to have been only 1.14, while the per centages in the New England states were as follows:

Connecticut,	1.35 per cent.
Maine,	1.23 "
Massachusetts,	1.76 "
New Hampshire,	1.39 "
Rhode Island,	1.44 "
Vermont,	1.08 "

The latter alone of these states appears to have a less proportion of deaths to the population than Illinois, and yet not only are the people of New England extremely fearful of disease in this beautiful state, but Illinoisans, in large numbers, yearly seek the mountains of the east for recuperation and health.

Two counties of Illinois border upon Lake Michigan, viz.,

Lake and Cook, thus giving to the state the key to the extended and constantly augmenting commerce of the whole chain of lakes and the rivers of the Atlantic slope, as well as placing her in communication with all the sea-coast of America and the ports of the eastern hemisphere. Chicago, although nominally an inland city, is in fact little less a seaport, open to the trade of the world, than New York, Philadelphia, New Orleans, or London. On the west the state is bounded for its whole length by the Mississippi, whose deep and rapid waters furnish a direct and an almost perpetual highway to the ocean, while on the south the beautiful Ohio meanders towards its confluence with the "father of waters." On the east border the Wabash, for a long distance is navigable. The rivers within the limits of the state are numerous, and, with their branches and tributaries, constitute Illinois one of the best watered sections of our common country. Notwithstanding the level surface of the land through which they flow, many of these rivers have a volume of water and swiftness of current which produce a succession of most excellent and available sites for manufacturing purposes. Rock river, in particular, is hardly surpassed as a water power in the nation.

The Michigan and Illinois Canal runs from Chicago to the rapids of the Illinois, in La Salle county, one hundred and six miles, thus forming continuous water communication from the lakes to the Mississippi and thence to the ocean.

The prevailing rocks throughout the state are those of the coal measures. They occupy most of the country lying south of a line drawn from the mouth of Rock river east to the county of La Salle and thence south-east across the line of Indiana. The formation is extensive and covers an area, in and out of the state, which may be reckoned as one coal field

three hundred and seventy-five miles long and about two hundred miles in breadth. The thickness of these coal measures is generally shallow, but promise is given of an abundant supply for centuries to come. In many localities wood is abundant, and in others an excellent quality of peat can be easily developed into an almost unlimited supply.

The Galena lead mines in the north-western portion of the state have long been celebrated for their inexhaustible richness. These mines have proved so productive that the metal has long constituted one of the most important exports of the state. In other sections, salt is found in considerable abundance.

The railroad system of Illinois is second to that of no state in the Union. The net-work, though by no means complete, has matured into a system which, converging at Chicago, is highly beneficial to all sections and all interests. Thus has immigration been stimulated, improvements been rendered possible, production increased, values appreciated, and all the concomitants of civilization multiplied and distributed.

As an agricultural state, Illinois ranks second and is fast reaching up towards the first in the Union. Considered in reference to the profits of agricultural industry she is already without a peer. The level and unobstructed surface of the country renders the use of all kinds of farm machinery not only possible but safe and very economical. This is a very important consideration where land is cheap and labor comparatively scarce and high. But for the reaper and the mower, it is well known that not one-fourth of the wheat, oats, barley and grass crops of the present year, in the state, could have possibly been gathered, and if harvested and secured, without the threshing machine it would have been the work of a year to prepare the cereals for market.

It may very properly be remarked that Illinois with her present advanced position, large population, splendid towns and cities, numerous railroad lines, educational advantages and cheap lands offers better inducements than ever before to those seeking pleasant homes in the midst of plenty, intelligence and refinement.

Chicago is the chief city of Illinois, of the lakes and, indeed, of the West. Many considerations concur to constitute it the most extraordinary city of the age or of any age. A quarter of a century ago it had almost no population, now it has a fourth of a million; then it had no place upon the map, now it is known to the uttermost corner of the civilized globe. Large cities do not spring ready made into existence, and few are the result of forecast or design; even their location is frequently referable to accident. So of Chicago; forty years ago the most unlikely place in the West to have predicted the building of the metropolis of to-day would have been the very one where that city now stands.

Relatively the site of Chicago is low, and the prairie which surrounds it for several miles has comparatively little or no variation of surface; but in reality the city occupies the dividing ridge, six hundred feet above the ocean, between the two great rivers, the Mississippi and the St. Lawrence, which together drain half the continent. The lake and its rivers afford a capacious, convenient and safe harbor and give a water front for shipping of more than twenty miles in length. Here enters and hence departs an amount of shipping which puts to shame or quite reduces to contempt, the navies of almost every one of the ocean ports of the world. But it is not the rivers, nor the lakes, nor anything primarily connected with its mere location that has made the city what it

is. Other cities on the lakes have just as good harbors, some of them perhaps better; but there is but one Chicago. Cities are the offshoots, not the causes of production; they are the conveniences, not the promoters of commerce; they are the necessities, not the originators of civilization. Chicago is no exception; she is the greatest lumber market in the world because the wants of a rich and fast developing country demand an accumulation of that commodity at the convenient and accessible point which she happens to occupy. She is the largest grain and cattle depot in the world because facilities are afforded for bringing these productions of the interior speedily and cheaply to her markets. The benefits of city and country have, it is true, grown to be reciprocal; the country would, however, speedily and without great inconvenience, recover from the loss of the city, while the city would very shortly relapse into its original marshes and mud holes were the support of the country withdrawn. It is a sense of this mutual dependency and, so far as Chicago is concerned, prime necessity, that has stimulated that enterprise, and kept in motion those energies which have woven a network of iron all over the West and made the city the converging point of more miles of railroad than center at any other place on earth.

It is not intended here to give anything like a full or extended history of the railroads centering in Chicago, but the industry of a daily print of that city (the Tribune) affords much valuable and varied information on the subject and we are happy to make such extracts as follow:

"Chicago is the center of a great net-work of railway, whose lines stretch out towards almost every point of the compass, and grasp, with their iron fingers, the trade and traffic of many

degrees of latitude and longitude. The great chain of lakes and the long and sluggish canal are, in many respects, tributary to, rather than competitive with the railroads, as the products which the former slowly collect are rapidly scattered abroad by the latter to other markets. And so great are the currents of business rushing into and out from this center, that while lake and canal and river craft are all busied to their utmost, the railroads are alive night and day with their trains, which find scarcely room or time for passage; and yet new lines are being built and projected, and existing lines extended still further into the distance. Twelve distinct lines of road send out their own trains from this city daily. Many of them have branches which form distinct routes under different names, though they belong to our main lines, and should really be included in the enumeration, while several other distinct roads have their offices here and run their cars here over other tracks; so that the number of railroads centering and represented here is much larger than that named, and the number which make direct connection with our lines at greater or less distances from this city, can scarcely be reckoned.

"The past and future growth of Chicago are intimately identified with—in fact, dependent upon—her railway system, and a brief but careful review of the history of each of our main lines, and a glance at the business which they have done, will be found a very interesting document, both for perusal and preservation here and for sending abroad.

"The organization of the first line of our present magnificent railway system dates back thirty-one years, to 1836, when the Galena & Chicago Union Railroad—the pioneer road of Illinois—was incorporated by the Legislature. At that time there were only about 1,000 miles of railroad in the

United States. The time proved a disastrous one for public undertakings, as the financial crash came in the year following, making it impossible to go on with the work. It lay dormant for ten years, when, in 1847, the first rail of strap iron was laid on the present line to Freeport. In 1850 it had reached Elgin, forty-two miles from Chicago, and from there it was soon built to Freeport, where it connects with the Illinois Central road for Dunleith and Dubuque. About this time the company purchased the Mississippi & Rock River Junction Railroad and completed it as the Dixon Air Line road, to the Mississippi at Fulton, in 1855.

"In 1864 this parent road was purchased by its young and ambitious son, the Chicago & North-Western, and absorbed in it, losing its old and honored name.

"Although the road was projected from a little trading town back upon the almost unsettled prairie, its coming caused villages and farm houses to rise along the way with marvelous rapidity, furnishing to it, almost from the first year, a liberal and profitable business. In 1850 the dividends of the road were 10 per cent.; in 1851, 15 per cent.; in 1852, 15 per cent.; in 1853, 20 per cent.; in 1854, 21 per cent.; in 1855, 17 per cent.; in 1856, 22 per cent.; and previous to its sale to the North-Western Company, its stock was in demand at as high as 24 per cent. above par.

"Thus this parent road of Chicago, built as an experiment, and with much misgiving and doubt, proved to be very profitable, returning handsome dividends to the men who had the courage to inaugurate the bold system of railways which has made Chicago what she is, and whose receipts from this city alone reached, in 1867, the immense sum of $12,033,000."

That portion of the able compilation from which the above

is extracted relating to the Chicago & North-Western Railway has been given elsewhere. The writer proceeds to say, in reference to the Chicago, Burlington & Quincy road, that "this road justly claims to be one of the best managed and most profitable roads in the West, and is one of the very few railroads of the West which is in the hands of the original stockholders, who, in this case, are receiving handsome dividends on their investments. Its friends are in the habit of saying that its initials, "C., B. & Q.," properly indicate its characteristics as the "Cheapest, Best and Quickest." The line runs south-west, through some of the finest and best developed agricultural regions of the state, to Burlington, 210 miles from Chicago, with a branch of 100 miles, from Galesburg to Quincy, 269 miles from Chicago.

"The part of what is now the Chicago, Burlington & Quincy Railroad which was first operated was the Aurora Branch Railroad, which in the fall of 1852 was completed thirteen miles, from Aurora to the Junction, on the Galena & Chicago Union road. In the fall of 1853 it was completed south-west to Mendota, forty-five miles from Aurora. About 1856, the Chicago & Aurora road was consolidated with the Central Military Tract Railroad from Mendota to Galesburg, and with the Peoria & Oquawka Railroad, the western part of which was between Galesburg and Burlington. About the same time, a consolidation was effected with the Northern Cross Railroad, from Galesburg to Burlington, thus completing the Chicago, Burlington & Quincy Railroad. Until 1863, the trains of this road ran into the city over the Galena & Chicago Railroad track, from the Junction, thirty miles out, but in that year the company completed its own track, entering the city along Sixteenth street.

"The road is now virtually extended into Iowa by a contract made with the Burlington & Missouri Railroad, which is already built 156 miles west of Burlington, forming a very important connection, as it taps the richest portion of Iowa, and is rapidly extending towards the Missouri, at or near Omaha. The Hannibal & St. Joseph Railroad, which runs across the great state of Missouri, from opposite Quincy, is also a very important feeder, connecting with Atchison, Kansas, and thence with the Central Branch of the Union Pacific Railroad. Costly and extensive bridges of some 1,200 feet in length are now being erected across the Mississippi at Quincy and Burlington, and their completion will greatly facilitate the business of the road.

"The Council Bluffs & St. Joseph Railroad, which runs parallel to the Missouri, between these two cities, is being rapidly pushed from both ends, fifty-five miles being already in operation from Council Bluffs. The entire road will probably be completed during the coming summer, and will then prove a valuable feeder to the Chicago, Burlington & Quincy Railroad, through its immediate connection with the Hannibal & St. Joseph Railroad, and will undoubtedly attract a considerable share of business from the Union Pacific road at Omaha.

"The earnings of the road for the year ending June, 1867, were: From passengers, $1,543,714; from freight, $4,124,692; miscellaneous, $414,730; interest and exchange, $63,723. Total revenue, for the year, $6,146,861; revenue above expenses, $2,793,462. The earnings ten years ago were but $117,949.

"The equipment was enlarged during the year by the addition of 8 locomotives, 1 passenger car, 2 baggage and express

cars and 118 other cars, making the present rolling stock 119 locomotives, 59 passenger, 27 baggage, and 2,235 freight and other cars. The capital stock and debt of the company is $15,921,260.

"The number of passengers carried westward during the year was 466,902; carried eastward, 450,918. Total, 917,820.

"The Chicago, Rock Island & Pacific Railroad bears off in a south-westerly direction to Rock Island, on the Mississippi, at the mouth of Rock River, 182 miles from Chicago. It was commenced in April, 1852, and completed in February, 1854, being only one year and ten months. Here it crosses the river on a fine and costly bridge, and joins what was formerly the Mississippi & Missouri Railroad, with which the Chicago and Rock Island road was consolidated August 20, 1865, the name being changed to the present one. The great consolidated line, therefore, will eventually reach from Chicago to the Mississippi, and thence directly across the broad and fertile state of Iowa to Council Bluffs, opposite Omaha, on the Missouri river. The road is already in operation to Des Moines, the capital of Iowa, and is being rapidly pushed north-westerly to Council Bluffs. Within a few weeks the directors of the road have issued additional stock to the amount of $4,900,000, for the completion of this important part of the line, and a large portion of it has been sold at nearly par value, the road ranking among the most prosperous roads in the West. When the line is completed it will be the shortest route from Chicago to the Missouri, and of course receive a large addition to its business. It is already graded about fifty miles beyond Des Moines. The company has now 182 miles of main line in operation in Illinois, and a branch of forty-six miles from Bureau to Peoria, and by its consoli-

dation with the Mississippi & Missouri, it now operates 450 miles of road.

"The last annual report, dated April 1st, 1867, shows the following facts: The cost of the road, equipments, lands and all other property was $15,313,822. This includes the cost of the two consolidated lines, the Chicago & Rock Island and the Mississippi & Missouri. To aid the latter a large amount of land was granted by the acts of Congress and the Legislature of Iowa, of which there has been certified by the Government of the United States to th company $481,000.

"There has been a large amount of rolling stock placed upon the line during the year, and a splendid depot in Chicago has been built in common with the Michigan Southern Railroad. The receipts of the road last year amounted to $3,574,033; the expenditures, $1,995,034; leaving as the net earnings, $1,578,999. The company have 92 engines, 46 passenger coaches, 20 baggage and express cars, and 880 other cars. The amount of freight transported was 1,197,824,158 pounds.

"During the year the company have built, about two miles south of the city limits, a large round-house and very extensive car shops, which will probably employ nearly a thousand men, and quite a village has already begun to spring up there. Speculators have bought up tracts of land adjoining the works and divided them into lots, which they have sold, or still hold at almost city prices, and when, as in due time will no doubt be the case, frequent "dummy" trains are run to this point, stopping at every street for passengers, a populous suburb will grow up along the line.

"The Chicago and Alton road bears off still further to the south than the one just mentioned, and strikes the Mississippi at Alton, 275 miles from Chicago, where it connects with the

Alton and St. Louis Railroad, which is operated and virtually owned by the same company (the payments of $800,000 for its purchase being nearly completed), and follows the river to St. Louis, 282 miles from Chicago. Here connections are made with lines of steamers up and down the Mississippi and up the Missouri to the wilds and gold-fields of the northern territories, and with the Missouri and Kansas Pacific Railroads, and other lines through the great state of Missouri. The road is formed by the consolidation of several distinct lines, of which the first was the Joliet and Chicago, to which the right to enter the city on the Archer road was given January 5th, 1857. The earnings are reported below from the organization of the road in 1855.

"The Chicago and Alton Railroad proper was built under two charters—the first to the Alton and Sangamon Railroad, granted February 27, 1847, and the second to the Chicago and Mississippi Railroad, granted June 19, 1852. In 1855 the name of the road was changed to the Chicago, Alton and St. Louis Railroad; the company was again reorganized under the title of the St. Louis, Alton and Chicago Railroad in 1857; and again, for the third time, reorganized in October, 1862, as the Chicago and Alton Railroad.

"The first portion of the present line that was constructed was the Alton and Sangamon Railroad, from Alton to Springfield, which was completed in 1853. The Chicago and Mississippi Railroad, from Springfield to Joliet, was next built, in 1854, and arrangements which were made with the Chicago and Rock Island Railroad, from this city to Joliet, and with the Terre Haute, Alton and St. Louis, between the two last named places, completed the line from Chicago to St. Louis. In 1857 the Joliet and Chicago Railroad was built, under a

separate charter, and the trains of the Alton road run over it until January, 1864, when it was perpetually leased by the latter, and in the same year the Alton and St. Louis Railroad was purchased, completing the ownership of the present Chicago and Alton Railroad Company of the entire road from Chicago to St. Louis.

"The road has passed through many financial vicissitudes since its organization, which seemed for a time to have utterly wrecked it. In December, 1859, its heavy mortgages were foreclosed, and it passed into the hands of a receiver. In September, 1862, the road was sold at Joliet, under a decree of the United States Court, Messrs Samuel J. Tilden and S. H. Meyer becoming the purchasers for the bondholders. The road was then reorganized, the first mortgage bondholders receiving new bonds, the second mortgage bondholders receiving preferred stock, and the third mortgage bondholders receiving common stock. A large amount was spent in repairing and equipping the road, and it is now in splendid running condition, and is a first-class road, running through some of the best farming country in the State, most of which is thoroughly improved, and connecting the two principal cities of the West, between which there is a large and increasing amount of travel and business.

"The principal event of the year, in connection with the Chicago and Alton road, has been the opening of the Chicago, Jacksonville and St. Louis Railroad, which runs from Bloomington, on this road, through Jacksonville, 150 miles, to Monticello, eight miles above Alton, where it connects again with the main line. This new line was opened September 23d, by a very pleasant excursion from this city, and it has since proved a very important feeder, as it taps a wide belt of

splendid agricultural land which has been settled and developed for many years, but until this had no railroad communication. Although lying much nearer to St. Louis than to Chicago, by far the largest part of its grain and cattle are sent to this market, from which merchandise of all kinds are sent in return, to the profit of both seller and buyer. The fact that Chicago can draw trade from within forty or fifty miles of St. Louis, paying better prices for products and selling goods at lower rates, shows its superior advantages as a market.

"At the date of the last published annual report, the company owned 67 locomotives and 1,359 cars, of which 37 were passenger and 15 baggage and express. The total assets of the road were $12,290,904.

"The Illinois Central road had its origin in the year 1850, when Stephen A. Douglas and General Shields obtained from Congress a grant of alternate sections of land on both sides of the proposed route, through the richest portions of the Garden state, giving it an immense and increasing revenue from their sale, without which encouragement the road would not have been undertaken. In 1852 the officers of the road applied for permission to enter the city along the lake shore, which was granted, and the Illinois Central, fifteen years ago, was added to our railroad system.

"This is our southern line, penetrating the state from the west to its extreme limit at the point formed by the Ohio and Mississippi rivers at Cairo, 363 miles from Chicago. After pursuing a south-westerly direction from this city the road unites at Centralia, 253 miles distant, with the North Division, which starts at Dunleith, 343 miles away at the extreme northern limit of the state, and thence runs due south to its

terminus. The total length of this immense line is 706 miles, and, with its vast grants of government land, which are gradually being sold and settled, it is one of the most wealthy and important corporations in the country. The value of this road in opening up and developing the agricultural and mineral wealth of the state can hardly be over-estimated. At Cairo connections are made with the trade of the great rivers and the southern cotton and sugar fields, while the lower portions of this state, with their high temperature and varied productions of fruit and grains, pour in an unfailing supply of necessaries and luxuries to our northern market. The Illinois Central very materially facilitates the speedy and safe transfer of fruit from this garden region by placing upon their road fast fruit trains in the strawberry and peach seasons, bringing these delicious products fresh from the garden and orchard, so that they could be in the hands of the dealers, and, perhaps, on the tables of our citizens in the early morning, twelve or fifteen hours after they left the vines or trees. The amount of fruit shipped during the last season was 14,000 bushels of berries, and 389,000 baskets of peaches, which, with small lots of other fruit and vegetables, made nearly *nine millions* of pounds. Of this vast aggregate Chicago received 12,500 bushels of berries, and 289,191 boxes of peaches, the larger part of which were consumed in this city.

"The Central effected an important extension on October 1, 1867, by leasing for twenty years, for a rent of thirty-five per cent. of the gross earnings, the Dubuque and Sioux City Railroad, which is already completed due west from Dubuque 143 miles to Iowa Falls, with a branch fifty-three miles long running south-west from Farley to Cedar Rapids, on the Chicago and North-Western Railway. It also connects at Cedar

Falls, ninety-nine miles from Dubuque, with the Cedar Falls and Minneapolis Railroad, which is being built northward through western Iowa and Minnesota. The Illinois Central thus gains a large and constantly increasing amount of travel and trade from these two fine states. The company is now perfecting facilities for shipping freight across the Mississippi, between Dubuque and Dunleith, without breaking bulk, and is building for this purpose barges capable of carrying five loaded cars each. The company has also contracted for a new first class ferry-steamer, to be delivered at the opening of navigation next spring. It is their intention to have facilities for transferring both ways two hundred and twenty freight cars a day, if necessary.

"The original grant of land to this company was for 2,595,000 acres. These lands have been in the market for twelve years, during which time 1,885,000 acres have been disposed of. In the early days the sales were made upon long time and at a low rate of interest, to induce settlers of small means to start and bring the lands into immediate cultivation and production. For the last three years the terms of payment have been either cash or on short credit. No actual settler has ever been deprived of his home through harsh measures on the part of the company, and up to January 1st, last, full title papers have been passed for 907,365 acres. The number of deeds and contracts for farm lands issued to the same time has been 37,144, for an aggregate of over twenty millions of dollars. The business of the last year has been 203,834 acres, sold to 2,633 settlers, at an average of $10.67 per acre. One hundred and thirty-five thousand acres of these lands sold in 1867 lie on the Chicago branch, in the great corn, cattle, hog and fruit producing districts directly tributary in business to the city of Chicago.

"The lands are sold in tracts of forty acres and upwards, at from $6 to $12 per acre, and are being taken up by a thrifty class of settlers who soon cover the wild prairie with waving cornfields and blossoming orchards. The road is thus developing the country, which will in turn support the road.

"The Chicago & Great Eastern Railroad is the most westerly of the roads radiating to the south-east, and is the most recent of the trunk lines of Chicago. It was formerly known as the Chicago & Cincinnati Air Line Railroad, and entered the city over the Pittsburg & Fort Wayne Railroad from Valparaiso, forty miles distant. It now has its own track the entire distance from Richmond, Indiana, to Chicago, 224 miles, running parallel with and just west of the city limits to Kinzie street, and thence using the track of the C. & N. W. Ry. to the depot on the corner of Kinzie and West Water streets. The company propose, eventually, to erect a fine passenger depot in Carroll street. At Richmond the road connects with the Cincinnati, Eaton & Richmond Railroad for Cincinnati, to which place it is the shortest route from Chicago, and where it connects with main lines for the West and South.

"The Pittsburg, Fort Wayne & Chicago Railroad was incorporated in 1852 as the Fort Wayne & Chicago Railroad. The work progressed slowly, the company not being able to make a free sale of its securities. In 1856 it was consolidated with the Pittsburg Division under its present name and completed November 10th of the same year. In 1861 it met the fate of many western roads, and was sold by a decree of the United States Circuit Court; being reorganized and placed in the hands of Trustees in February, 1862. Since then it has been very prosperous, doing an immense through as well as local business.

"The Michigan Southern & Northern Indiana Railroad was the second railroad opened to Chicago, that important event occurring on the 20th of February, 1852. Previous to that the Galena trains alone entered the city, and that road was completed only to Elgin, forty miles distant. This line, after running south-east around the bend of Lake Michigan, points due east to Toledo. At Elkhart, 101 miles east of Chicago, the road forks, the "air line" branch continuing through the northern part of Indiana and Ohio, and the other deflecting northward through southern Michigan, *via* Adrian to Toledo, whence the line is continued north-east to Detroit. The distance from Chicago to Toledo is 244 miles, and to Detroit 284 miles. At these places connection is made with the Lake Shore road east and the Grand Trunk and Great Western roads through Canada. The line is one of the most popular and successful of those leaving this city.

"This company, in conjunction with the Chicago, Rock Island & Pacific Railroad company, completed, in May last, on Van Buren street, between Griswold and Sherman streets, an immense and magnificent union passenger depot; the finest, it is said, in the whole country, in point of size and accommodations. It is of stone, in the Italian style, and cost $250,000. The length is 594 feet, the width 160 feet. The front section, which contains the general offices of both companies, is 52 feet deep by 160 feet wide, and three stories high. On the front are three towers, the middle one eighty feet high, and the two at the corners each 74½ feet high. The Michigan Southern road has also built during the year an immense brick freight depot, south of the passenger depot, on Griswold street, north of Polk, 51 feet wide and 603 feet long, containing standing room for twenty cars, and storage

room for two thousand tons. The front portion is two stories high and contains the freight offices. The building cost $47,000.

"The general offices of the road were removed during the summer from Toledo to Chicago, this being found much the most convenient place for doing the business.

"The equipment of the road at the date of the last report was as follows: First class passenger cars, 64; second class, baggage, &c., 39; freight, stock, &c., 1,405; locomotives, 101.

"The number of miles of main tracks owned and operated by the company is 516, and of side tracks 62.

"The Michigan Southern has always been one of the most popular and successful of our great lines. Its assets at the date of the last report were given at $20,473,991. The stock is divided into 98,135 shares of common and 7,877 of guaranteed, or in all 106,012 shares.

"The Michigan Central Railroad completes the list of roads radiating from Chicago and is one of the oldest. It was projected in 1842, and built in that year from Detroit westward to Ypsilanti, but did not reach Chicago until May 21st, 1852, previous to which time passengers between Chicago and Buffalo crossed the lake to St. Joseph, and traveled by stage until they reached its terminus. For more than twenty years this road has gone steadily on in prosperity, with hardly a change in its management. Its total length is 284 miles."

Eighteen years only have passed since Chicago was proud of her first railroad of a few miles in length; now forty different roads have direct and immediate connection with the city and reach out in all directions at least seven thousand miles and draw trade and tribute from an immense scope of country. In that time the annual earnings of the iron

roads have increased from $174,000 to the enormous sum of $49,000,000, with of course a corresponding appreciation of business and population. The future cannot be predicted. New lines have, however, been projected and are already in course of construction, each one opening a new artery of trade and tending to increase the wealth, population and import ance of the IMPERIAL CITY OF THE LAKES.

The manufactures of Chicago, although in their infancy, are quite extensive, and are constantly and rapidly increasing. No branch is overdone and there is plenty of room for the prosecution of all imaginable industries.

An enterprise recently consummated at great expense has furnished the city with an abundance of the best of water. An immense tunnel runs two miles into Lake Michigan whence, at a great depth, is pumped the pure, cool and healthy element in unlimited supply. Besides the comfort and even luxury thus afforded, the sanitary condition of the city is much improved. No city on the continent can compare with Chicago in the quality of the water afforded and the expense is comparatively insignificant. The possible supply is sufficient for many years to come.

The public schools of Chicago are unsurpassed anywhere. The system has been borrowed from New York and various improvements engrafted upon it. Every child in the city is educated without charge. At the head of the system stands the High School, which is annually reinforced from the ward or grammar schools, and which affords facilities for instruction almost equal to a majority of the colleges of the land. Poverty is no impediment to learning. Frequently the best scholars are from the most humble circles and many a prize

and honor are borne off by scions of families in whose veins does not run

"All the blood of all the Howards."

Here the classics, the sciences and the higher branches of an English education are taught, and the offspring of the poorest and most obscure man in the city may aspire to the highest honors.

The city is not handsome. In many respects it is exceedingly unpicturesque and unattractive. It has the aspect in several sections of having been built in a hurry—of having been thrown together in exceeding haste. Cheap and fast decaying structures, perhaps, predominate. Yet in some parts palatial mansions rear their stately domes and commercial buildings appear, unsurpassed in grandeur and even extravagance in any city. It is a city of extremes. Wealth and poverty with all their peculiar indications meet at every turn. The palace and the hovel are neighbors; the temple with its lofty spire overshadows the haunt of vice and absolute crime; high-toned virtue is not shaded and toned down, but sinks like the banks of a fearful chasm to the level of indescribable abandonment. At one point is an evangelical association striving for the conversion of the world, at the next corner open the very gates of hell. In short, Chicago is a city indigenous to the West, unparalleled in the world and unequaled in almost every respect. It is the home of the apostle, the elysium of the missionary and the paradise of sin. Here speculation is profitable, gambling respectable, cheating perpetual and stealing not always discreditable; while piety is possible, charity inevitable, virtue questionable and the police and city authorities always honest if there is nothing at

stake. As a general proposition, the best thing the stranger can do after arriving in this wonderful town is to pass over to the depot of the Chicago & North-Western Railway and take the western bound cars. If he does so, we hope to be able to tell him something of the country beyond and give a glimpse of the fortunes which await him.

As has been elsewhere intimated the Chicago and North-Western is the greatest combination or consolidation of railroad interests in America. Its success and usefulness are mainly attributable to William B. Ogden, Esq., the late President of the corporation. This gentleman, on retiring from the executive control of the great interests over which he had for many years presided with distinguished ability and success, in June of the present year, addressed to the stock and bondholders of the North-Western Railway Company, the following manifesto, which on account of its general and historical importance is here given in full. It is a terse, truthful and eloquent statement of facts which cannot be considered without increasing public confidence in the great corporation to which it refers, and eliciting universal commendation of the intelligence, foresight and faithfulness of its author:

"The time has happily arrived when the Chicago & North-Western Railway Company, after long years of faithful effort on the part of those hitherto connected with its creation, organization, development and administration, has emerged from its earlier condition of poverty and embarrassment, which for want of means and equipment, and lack of power and ability properly to do and control its ever increasing business, limited for a time its usefulness to the country, and disabled it from making adequate returns to its stockholders, until, at length, chiefly through its own earnings and the wise

and necessary application of them, it has, from very insignificant beginnings and after many trials, become one of the broadest and firmest foundations, and most favorably situated and connected railway institutions of the country; already among the largest in earnings, and with a future promise of traffic and income scarcely excelled perhaps by any.

"The original conception of the enterprise was to connect Chicago with Lake Superior on the north, and with St. Paul on the north-west. For its full realization it needs only the construction of the section between Fort Howard and Escanaba, wisely deferred until the development of the Peninsula Division should demonstrate its utility, as it has now done; and the completion of the north-west connection with the St. Paul and the railroads radiating from it, including the Northern Pacific Railroad, by finishing the short Trempeleau link connecting with the Winona & St. Peter, and by forming proper relation, if practicable, with existing lines, always preferable to new construction so long as adequate to the wants of the country and available on just terms.

"To this original plan was added, in 1864, the western line by consolidation with the Galena, and the subsequent completion of the route to Omaha, forming the earliest and best connection with the Union Pacific Railroad, which is rapidly spanning the continent, and now extends a continuous line of railroad west from Chicago eleven hundred miles; a distance greater on the west than the distance from Chicago east to New York or Boston. This was done by a new and revised agreement and lease which was by some millions more favorable to this company, at the same time that it expedited many years the completion of that connection, and made possible the rapid extension of the Pacific Railroad.

"The foundations have now been substantially laid and the work principally done, to render this company, with its lines resting on Lake Superior on the north; St. Paul on the north-west, and the Missouri on the west, a complete institution; and giving to it capacity to serve the public with efficiency, and to its proprietors the safety incident to very long lines, not easily repeated, from the excessive and improvident competition which the physical conformation of a prairie country admits of, and which too often endangers railway investments.

"Thus has been covered the ground necessary to secure permanently to the Chicago & North-Western Railway Company a business and an ability to control and conduct it with the greatest economy to the country and with satisfactory advantage to itself, that is not now, perhaps, or likely hereafter to be enjoyed by other railway organizations of the country; and which if wisely and timely secured and accomplished, will continue hereafter as in the past to steadily and rapidly increase its present liberal earnings, until, with a continuance of proper care and management, they will be likely in a short period of years to be enlarged to nearly or quite double the amount to which the course of policy adopted by the past management and thus far steadily pursued by them, so far at least as the stock and bondholders could be brought to understand and approve, the wisdom of that policy has already advanced them.

"My connection with the enterprises, which are now embraced in the Chicago & North-Western Railway Company, commenced in 1847, when, thoroughly impressed with the importance and necessity of railway communications to the growth of the country, I was induced to accept the presidency of the Galena & Chicago Union Railroad Company, which

first undertook the construction of a railway from Chicago into any of the tributary regions of the North-West.

"When, after about four years' service, I resigned that trust, and left that enterprise in a course of successful progress, with its stock at a high premium, I supposed I had terminated forever my relations to such undertakings.

"In 1853, however, on account of the bankruptcy of the company which had begun to construct the railroad from Chicago to Janesville and Fond du Lac, afterwards forming the line of the original Chicago & North-Western Railway Company, I was induced to accept the presidency of that company for the purpose of rescuing the enterprise, and carrying it forward to more complete development.

"I have followed its fortunes since, and during the period of railway revulsion in 1857, became heavily involved in liabilities for it, which it took years of effort to fully pay and discharge; and I have often been called upon subsequently to make large advances for its benefit.

"In all this period, of now twenty-one years' duration, and comprising the best business portion of my life, my single governing motive has been the physical and industrial development and progress of the North-West; though, in aiming at this object, I have always endeavored to protect, preserve and make adequately remunerative, as far as possible, the capital of those who have invested their money in these great and most beneficial public works. I have contemplated these enterprises only in their public aspects, and not as sources of profit to myself. Bearing freely the burdens incident to their creation, without salary, and often without full remuneration of actual expenses, and without ever having speculated in their stocks or in any property connected with them, I have

shared in the transcendent blessings which they have showered so prodigally upon all the North-West, only in common with my fellow-citizens, by the added prosperity of all our business and the enhanced value of all our property.

"On the reorganization of 1859, under statutory enactments for that purpose, it was provided that the bondholders should have the right to vote at all corporate meetings, in the same manner as stockholders. The object of this expedient was, by enabling the bondholders to control the administration of the property for the time being, to make it safe for them to restore and preserve the interests of the stockholders, which by the mortgage foreclosures at that time, were legally extinguished; and enable their stock, then without appreciable value, to become vitalized by the future growth and prosperity of the enterprise.

"Until 1864, the bondholders exercised a large, perhaps controlling influence in the management; but always in complete harmony and co-operation with the stockholders; and always recognizing the legal and moral obligation of Directors to represent, with judicial impartiality, all classes of interests.

"Nothing can better illustrate the liberal and provident care of the interests of the holders of the common stock (about 4,000,000 of which was saved from total extinction on the re-organization; and 6,000,000 of which was issued for equalization in the Galena consolidation) than the results we now experience. The growth of earnings in the year just closing is $2,448,757.19; of the year previous, $1,917,895.17; and in the year still previous, $1,423,090.53; making in all, $5,789,742.89. This has been accomplished during a period following the close of the war, when the earnings of most railroads have not largely increased, in a small degree by the

addition of the 150 miles of the Iowa line from Cedar Rapids to Omaha, and the acquisition of the Chicago & Milwaukee Railway, but chiefly by successive and immense additions of equipment upon the lines in use three years ago. It was foreseen, as stated in the report of last year, that as the equipment forms less than one-fourth of the investment in the whole railway, and as additional equipment, if fully employed, would yield, at least, fifty per cent. a year in net income, the policy adopted and systematically pursued, of boldly continuing new investments in equipments for the purpose of bringing into productive use the unemployed capacity of the permanent way, would enable the company to earn income on all its stocks, as, with continued good management, it will henceforth be able to do.

"The progress and success of this enterprise is sufficiently and gratifyingly indicated in the change that has been already effected in the increased public confidence and estimation of its present and future value. During the early years of its poverty and lesser importance and earnings, when it taxed the efforts and purses of its managers and friends severely, to sustain and advance it to the position and eminence to which they then felt assured it was entitled and would soon occupy, the public were slow to discover and appreciate its elements of future greatness or to give to it the degree of confidence to which it was then actually entitled. Now, it not only commands the attention of capital, which seeks investment in its stocks and securities with avidity and advantage, and at materially advancing prices, but a growing interest in its affairs, and an increasing disposition to be identified with its management is also manifested, until its administration, instead of being a burden to be borne from public motives, as in the past, has become an object of desire and ambition.

"Some, among the most valuable and useful members of the Board of Directors of this Company, who have been longest associated with its management, have desired, for some years past, to withdraw from their labors in connection with it, and will avail themselves of the present occasion and of the prosperous condition of the Company to do so, gratified at being able to leave the administration of its affairs with those who may be selected by the present representatives of its securities.

"The position I have held so long and the duties it imposed, it had been my cherished and announced determination to relinquish at an earlier day, but the unsettled state of the country just at the close of the war, and my solicitude for the prompt completion of the connection with the Union Pacific Railroad at Omaha induced me for the time to delay doing so.

"Proposing now to close all my official relations with the Chicago & North-Western Railway Company, for whose welfare and progress I have watched and labored so long and with so much interest and hope, which interest I shall continue to cherish in the kindest spirit towards all connected with it, and with undiminished hope and confidence in its still increasing prosperity, growth and usefulness; I desire in conclusion, to express my great obligations and indebtedness personally, and the indebtedness of the company for its progress and success, to the earnest, laborious and self-sacrificing efforts of the able Board of Directors with whom it has been my good fortune and happiness to have been so long and pleasantly associated. And like expressions of acknowledgment of obligations and indebtedness on the part of the Company, the Board of Directors, and myself, are equally and eminently due to all the able and faithful officers and

employes of the company, who have been associated with and accomplished so much for it, and so many of whom have given the best years of their lives in undivided efforts to promote its welfare.

"Nor would I willingly forego this opportunity to express my obligations and the obligations of this Company to the people along its various lines of road for their early, liberal and continued support of its measures and interests, or my regret at severing the intimate, and ever agreeable and interesting relations to them, which have grown out of my connection with this enterprise."

Henry Keep, Esq., is President; Perry H. Smith, Esq., Vice-President; and Geo. L. Dunlap, Esq., General Superintendent of this railway.

The matter of the management of this mammoth corporation is well worthy of considerate reflection. Nearly twelve hundred miles of track have to be looked after and kept in repair; every rod of which, with the bridges, acqueducts, ditches, and all things appurtenant, is subject to frequent and rigid inspection; hundreds of engines and thousands of cars have to be supervised; many trains each day are loaded and dispatched; an army of employes must be hired, superintended and controlled; the accountability of each man registered; payment to the last hour periodically and correctly made; the whereabouts of a hundred trains at the same moment must be known, and the correct history of each recorded; the minutest incident of all transactions noted; and yet, so sensitive is all the machinery that not a single inharmony occurs without the fact coming at once to the great central brain which directs and moves the whole work. Nothing but the most superior order of executive ability prevents the

whole design from being thrown into disorder in a day. The trains start with a regularity, and in such order, are run with a care and precision, and arrive at their places of stoppage, meeting and destination with such exactness, and with such an apparent facility, that they seem almost to be governed in their motion by some undeviating natural law, analogous to that which rules the courses of the stars, and holds the earth in its orbit.

Railroading, in its infancy, was little more than a series of experiments; hence it was, to a degree, annoying, uncertain, and unsafe. It has now, however, been reduced to a science, and its manipulations have become a business, a trade, a profession, to be learned and prosecuted like any other. Skill and intelligence rise to the surface and become the controlling agencies, giving to the traffic economy and profit, and ensuring an extraordinary degree of comfort, convenience and safety. Confidence has taken the place of distrust, and accident is almost as little feared or calculated upon as that the sun will forget its diurnal rising and setting.

VI.

FROM CHICAGO TO THE MISSOURI.

Upon the broad and open prairie! To one who has never before looked upon these "God's fields" of the West, the sensation produced is almost indescribable. Th ecity recedes from view, and the limitless expanse fills the vision. Before, behind, all around, the monotonous variety stretches further than the eye can reach. Now a gentle undulation, like a wave of the swelling sea; now a patch of woodland, like an oasis in the desert; but, altogether, a vast breadth of cultivated and cultivable land reaches away till it melts into the deep blue of the horizon. In the late spring-time, or in the early summer, the all-pervading green is almost oppressive. Flowers of rich and variegated hues lift their modest petals to the sun, bending often and anon to breezes soft as those which "blow o'er Ceylon's isle." Aromatic odors regale the senses, and a premonition of abundance points to the harvest-time. The terms indicative of indigence, want and famine, lose their significance, and plenty seems to be the presiding goddess of the scene. Hills do not peep o'er hills, neither do Alps on Alps arise, but fields, crowded with more than tropical verdure, exhibit their sure prophecy of agricultural wealth. As the harvest-time approaches the landscape changes. The fading flowers retire from the foreground; the delicate tassels of

the maturing corn-fields undulate to the touch of the summer breeze; the ripening cereals intermingle their golden tints with the evergreen of the prairies, and the fragrance of newly mown hay rides upon the air. Autumn changes all. Then the work of the sower and reaper is done. Plenty crowns his board, and, with an independence which only rewards honest toil, the husbandman treads his broad acres, conscious that his hopes are already lost in luxuriant fruition. Lazy cattle, indolent from very excess of fatness, lift their inarticulate voices in seeming gladness, while innumerable wild fowl, startled by the noisy train, whir in field and farm land. Winter comes with howling blasts, and storms, and snows, and frosts. This, indeed, is the inclement season of the year! Yet hope points to the spring-time. The boreal blasts will not always sweep over the plain; vernal zephyrs, with showers, sunshine and fructifying warmth, will come, and the rural picture will be reproduced. So on speeds the train through the broad and open prairie.

For many a mile evidences of city life abound. As it were, the city is wrecked,—broken in pieces,—and the *debris* is scattered around. In fact, the ever-existing longing of the human breast has been answered, and many an one has escaped from the moil and misery of street and alley, to enjoy the purity and freshness of the country. Hence the mansions, country houses, and cottages observable on either hand—now scattered singly among trees and shrubbery, and anon gathered into hamlets of rural beauty and quietude. These are generally suburban residences, where wealth, elegance and refinement "most do congregate." Harlem, Cottage Hill, Lombard, Danby and Wheaton are passed with marvelous rapidity, and the train stops at Turner's Junction,

thirty miles from Chicago. Here the Galena Division of the North-Western Railway branches off and runs north-westerly, through Belvidere, Rockford and Freeport to Dunleith, on the Mississippi. Crossing the river to Dubuque, a junction is made with the Dubuque and Sioux City road, already completed to Cedar Falls, soon to be in working order to Fort Dodge, on the Des Moines river, and to be completed, at an early day, through to Sioux City, on the Missouri. At Cedar Falls connection is made with the Minnesota Falls and Cedar Valley road, now nearly completed north to St. Paul. The Dubuque and Sioux City road, when completed to the Missouri river at Sioux City, will open for convenient settlement a very splendid portion of Iowa. The tourist, the prospector, the seeker for a delightful home in the West, will not fail to make this detour from the now main track of travel, and see for himself one of the most desirable portions of Illinois and Iowa. When this thoroughfare is completed one hundred thousand farmers, and as many more artizans, can find competence and independence along its line, in brief and inexpensive connection with the more populous portion of the country. All that the most advanced civilization can demand will soon be within the reach of the settler here, and an enlightened and progressive populace will possess a land teeming with plenty, and figuratively, if not literally, overflowing with milk and honey. Important towns are already springing into existence, destined, ere long, to become seats of intelligence, refinement, industry, and wealth. The church spire and the inevitable school-house, attest already the Puritan origin of the immigrant; and the industry and thrift everywhere abounding denote that here boasted chivalry has neither a status nor a home. True, many of the settlements and

towns give evidence of recent origin and immaturity. It is astonishing, however, how quickly, in the West, enterprise and industry evoke all the appliances of a high Christian civilization, and make the broad prairies to yield their rich and varied tribute. In the early settlement of New England a quarter of a century scarcely sufficed to give a home of which a reasonable man might be proud. A few months in these fat valleys and prairies accomplish more than those long tedious and laborious years. The garner and the store are filled with but little effort, and the "wolf" is driven from all doors because there is no poverty.

But to return to Turner's Jnnction. The town has but a few hundred inhabitants, and is of little importance, except as a railroad station in the midst of a fertile country. The train speeds on, passing GENEVA, DEKALB, ROCHELLE, FRANKLIN, and several minor stations, to DIXON, ninety-eight miles from the place of starting. ROCHELLE is a fine town in Ogle county, seventy-five miles west of Lake Michigan, containing about two thousand people. It has a Baptist, Methodist, Presbyterian and Catholic church, a large public school-house, and a select school. Seven teachers are employed. The manufacturing establishments comprise four blacksmith shops, three wagon shops, one foundry, one planing mill, one sash, blind and door factory, and one flouring mill. It is in the midst of a fine farming country, and farms can be bought in the immediate neighborhood for from twenty-five to sixty dollars per acre.

DIXON is a very pleasant and thrifty place on Rock river, and at the point where the Illinois Central Railroad crosses the North-Western. It is the business center of a large scope of very fine country, and is fast becoming important as a manu-

facturing town. Its schools are excellent, and society is fast assuming the intelligence and refinement of the better class of New England towns. The Rock river valley, in which Dixon is situated, is noted for its fertility and thrift. The river is one of the finest in the West. It furnishes an abundance of water-power, which is constant, and easily available. The valley is already quite densely populated by an industrious and intelligent people, and many flourishing towns have commenced their career of mechanical and business usefulness there. The railway company has established an excellent eating-house at this place, which very constantly elicits the commendation of the weary and hungry traveler.

Leaving Dixon, Rock river is soon crossed, and, passing NELSON station, STERLING is reached in twelve miles. Sterling is one of those towns which seems to have sprung from the deep, rich prairie soil almost as a natural production. It numbers nearly three thousand people, and is fast increasing in wealth and importance. Fourteen miles further travel brings us to the promising town of MORRISON. This is the seat of Whiteside county, and contains about twenty-seven hundred inhabitants. It is incorporated, and is governed by a President and Board of Trustees elected annually. There are seven churches here, viz.: Congregationalist, Presbyterian, Methodist, Methodist Episcopal, Baptist, Catholic, and Universalist. There is a graded public school-house which cost about $25,000; also, private schools for small children. A foundry and machine shop, several wagon manufactories, and a number of flouring mills, are among the leading industrial establishments. The farming lands, for many miles around, are excellent and very desirable, and range in price from thirty to fifty dollars per acre. In the immediate neighbor-

hood of the town some farms have recently sold as high as one hundred dollars per acre. Altogether, Morrison is a thrifty growing place in every particular, and should not be passed by without especial notice.

Through an exceedingly luxuriant stretch of country we now approach the Mississippi river which, we reach at FULTON, an incorporated city with three thousand inhabitants. This is a river city of no small importance. Beautifully located, healthy, and with an enterprising population, Fulton is destined to become a city of note in the West. There are six churches here, viz: two Presbyterian, Baptist, Methodist, Dutch Reformed and Catholic. The schools, as is common in Illinois, are excellent. The Graded Union School accommodates over five hundred students, and offers superior advantages to those who desire instruction, from the rudiments to the higher branches commonly taught in high schools and academies. The school is free to all between the ages of six and twenty-one years. The Illinois Soldiers' College is also located here. This is a first class institution of solid learning. It is capable of accommodating four hundred students, and has now about two hundred and fifty in attendance. Several important and profitable manufacturing establishments are found here, among which is prominent one of the largest stone-ware potteries in the country. An abundance of unimproved land can be had in the neighborhood for a maximum of twenty dollars per acre, and improved farms are held at from twenty to fifty dollars. Much of the country is densely wooded, and all is of a very superior quality. At this point the Chicago & North-Western is crossed by the Western Union Railway, connecting Milwaukee, Wisconsin, with Port Byron, Illinois, the distance being one hundred and eighty-

one miles, and the distance from Fulton to Milwaukee one hundred and fifty-nine miles. The Western Union Railway connects at Port Byron with the Chicago, Rock Island & Pacific; at Freeport with trains from Cairo, St. Louis, Galena, Mineral Point and Dubuque; at Clinton Junction, Wisconsin, with trains from Chicago, Prairie du Chien, La Crosse, Green Bay, Oshkosh, Madison and Janesville; and at Racine with trains from Chicago and Milwaukee, and with boats on Lake Michigan. The distance from Chicago to Fulton is one hundred and thirty-six miles, and the running time about six hours.

The Mississippi river, sometimes called the "father of waters," when considered in connection with its main branch, is said to be the longest river in the world. It is certainly much the largest water course in North America. Nicollet traced the smaller branch, which retains the name of the lower current, to a small rivulet in the extreme portion of the United States, sixteen hundred and eighty feet above tide water, in latitude 47° 10′ north, in longitude 94° 55′ west, and as the Missouri rises in the state of Oregon, the great river may be honestly claimed as an institution of our country. From its source the general direction of the stream is southward, making, it is true, many detours in other directions, until it falls into the Gulf of Mexico. In its lengthy journey to the sea, it is constantly receiving accessions to its volume from various rivers flowing from the Alleghanies on the one hand and the Rocky mountains on the other. Its total length is about three thousand miles, but considered in reference to the Missouri river, the length is four thousand five hundred miles. It is computed that the Mississippi and its tributaries drain an area of country containing about one million two

hundred and thirty thousand square miles, or nearly one-half of the territory included within the boundaries of the United States. The Amazon of South America, much the largest river in the world, drains an area of not far from two millions and a half square miles.

The Mississippi, with its numerous tributaries, presents a system of navigable streams unequaled in the world, and which has had an important bearing upon the settlement and development of a large portion of our country. To gain full control of this great highway of commerce the Louisiana purchase was made as long ago as 1803; and to abandon it now to any outside power or influence would be considered as little short of a betrayal of the life of the nation. The necessity of an absolute and unitary supervision of these mighty waters in all their great length formed one of the strongest arguments in favor of prosecuting the late war of the rebellion to a successful issue, and is of itself thought to be an insuperable consideration against any prospective dissolution of the Union. The borders of ten states are washed by its waters, and the lower channel is the key to an immense and rapidly increasing commerce. It forms a natural means of defense to the nation of no small importance; in the hands of an alien or an enemy it might be highly dangerous and would be always annoying.

The following data, carefully compiled by another hand, are especially interesting to all. It is said that the Mississippi is ascended by steamboats to the falls of St. Anthony, about twenty-two hundred miles; and above these falls it is again navigable. From the head of the Ohio river at Pittsburg to the Gulf of Mexico the distance is twenty-four hundred miles. Up the Missouri boats of considerable tonnage have passed to

the very foot of the Rocky mountains, a distance of more than four thousand miles from the Gulf. The Arkansas and the Red rivers are each navigable for more than a thousand miles, while the Cumberland and the Tennessee afford water communication between the Gulf and the extreme eastern portion of Kentucky and Tennessee. By the Illinois river steamboats penetrate far towards Lake Michigan, and the topography of this region indicates that at some past period the waters of the great lakes flowed down the valley of the Mississippi. Below the mouth of Red river the Mississippi is divided among numerous arms or passes which pursue independent courses to the Gulf. The highest of these is on the west side, called the Atchafalaya. Below its point of separation the region is known as the delta; above this the alluvial plain of the river extends thirty miles above the mouth of the Ohio, where precipitous, rocky banks occur. The total length of the plain, from the mouth of the Ohio to the Gulf, is estimated at not less than five hundred miles, varying in breadth from thirty to eighty miles. The total area of the alluvial plain is estimated at nearly thirty-two thousand square miles, of which the delta constitutes about fourteen thousand square miles. The northern extremity of the delta is elevated two hundred and seventy-five feet above the surface of the sea, and is there and everywhere nearly level with low water in the Mississippi river. This plain has been raised up from the sea level by the sedimentary deposit of the river itself. The actual length of the river from the mouth of the Ohio to the Gulf is eleven hundred and seventy-eight miles, which distance exceeds a straight line by about seven hundred miles.

The delta extends far out into the Gulf of Mexico, rising from a few inches to ten feet above the level of the sea, and

is slowly, but almost imperceptibly, advancing into the gulf, by the shoaling caused by the deposition of the sediment brought down the river. This is mostly dispersed by the waves and currents, and carried far out into the gulf. It cannot be doubted that the Gulf of Mexico is undergoing a process of sedimentary accretion, which, in the course of time, will appear at the surface, and drive the waters back to the ocean. The great compensating and equalizing laws of nature are at work, and the disintegrated masses of the Rocky mountains are being transferred, with a regularity and certainty unknown except in the mechanism of nature, to the gulf. Every drop of the Missouri river comes freighted with its wealth of mountain soil to aid the innumerable armies of coral insects ever constant at their submarine work of manufacturing a new continent. It is the work of ages, to be sure, but it is a work sure to be finished. What has already been accomplished at the Mississippi delta has required, at a fair computation, no less than one hundred thousand years of time; what is to be done may run through a million more. In the future all is conjecture, as in the past much is fable. Six days is a remarkably short time to create a universe, when a world is so long in perfecting; and six thousand years—but science and theology may settle their own differences.

The average flow of water in the Mississippi is variously estimated, but the best authorities make it fully equal to that of the Ganges, which is five hundred and eighty thousand cubic feet in a second. This immense volume may perhaps be best appreciated from the consideration of the fact that the confluence of the Missouri occasions no perceptible accretion of the water in the main channel. Even where the Missouri, which is half a mile wide, joins its current to that of the Mis-

sissippi, the river below is narrower than either one above the junction. Of course, the depth is largely increased. The uniformity in the width of the great river is remarkable. At New Orleans it is somewhat less than half a mile wide, and this width is subject to very little variation for a distance of nearly two thousand miles, except that in some of the bends it swells out to near two miles. The depth is variable, reaching in some places nearly two hundred feet, and maintaining a general maximum of nearly one hundred and thirty feet. The velocity of the flow of the water of the river is variously estimated, the best authorities making the mean about two and a quarter miles an hour. The velocity at the surface is said to be about two per cent. less than the velocity below the surface to near the bottom, this being occasioned by contact with the atmosphere. The mean rate of descent per mile for the first four hundred miles above the mouth is about two and one-fifth inches. The ordinary current of the Amazon varies from one to three and three-quarter miles per hour, and it is said that ships and steamers of from one thousand to two thousand tons burthen can safely navigate the waters of that mighty river and its tributaries for a combined distance of over ten thousand miles! The Mississippi stands second in no respect to but one river in the world, and when viewed in reference to its uses, leaves all others far behind. As an artery of commerce and civilization, it has no peer nor parallel on the globe.

The transit from Illinois to Iowa, across the Mississippi river, is made by means of an immense bridge. This work of itself is sufficient to mark the enterprise of the North-Western Railway, and is a fair illustration of the energy and superior engineering ability of the day. Those massive spans present

the bold assurance that no impediments are to retard the onward strides of Anglo-Saxon ingenuity. The "father of waters" might have depressed the spirits and dampened the ardor of the first adventurous immigrants, but presents only an opportunity for the triumph of skill and science. With the utmost safety and facility the railroad train moves across, and the traveler finds himself on trans-Mississippi ground. Hail Iowa!

It is a curious fact that the Spanish navigated the Gulf of Mexico for two centuries without being aware that the second largest river in the world debouched its waters into it. The French, after establishing their dominion in Canada, obtained some information about the Mississippi as early as 1660, but did not discover its mouth for several years afterwards. The French had and remained in possession of Louisiana until 1762, when they ceded it to Spain. In 1800 Napoleon the First induced and consummated a retrocession to France. In 1803 the United States Government bought the vast territory for fifteen millions of dollars. It was a happy purchase, and entirely illustrative of the magnificent aspirations of Uncle Sam when he takes it into his head to buy a farm. The country comprehended in this purchase included not only the present state of Louisiana, but also all the country to the north and west between the Mississippi and the Pacific, except such portions as were then occupied by Spain, and reaching away north to the British possessions. The American flag was first raised over this territory at New Orleans on the twentieth day of December, 1803. The present state of Iowa is a part of the Louisiana purchase.

IOWA

is one of the interior states of the American Union, and the sixteenth one admitted under the Federal Constitution. Its extent is two hundred and eight miles north and south, and an average of about three hundred miles east and west. Its area is fifty-five thousand and forty-five square miles. It has four hundred and sixty square miles less territory than Illinois. The following table shows the population of the state from 1840 up to and including 1867:

YEARS.	WHITE.	COLORED.	TOTAL.
1840	42,924	188	43,112
1850	191,881	333	192,214
1851	.....	.....	204,775
1852	227,773	361	228,134
1854	325,202	480	325,682
1856	519,148	271	519,414
1859	.....	.....	633,549
1860	673,844	1,069	674,913
1867	.....	.....	902,040

Since last year the increase has been very rapid, but is not ascertainable. The state is bounded on two sides by those two great navigable rivers, the Mississippi on the east and the Missouri on the west, and has within her borders a large number of inferior water-courses, none of which are practicably navigable, but most of them affording abundant and excellent hydraulic power. All of the interior streams flow into one or the other of the great boundary rivers, through valleys distinguished for the elements of agricultural richness. The chief of these rivers are the Des Moines, the Cedar, the Iowa, the Wapsipinicon, the Turkey, and the Upper Iowa, all of which run generally parallel with each other, and fall into the Mississippi. Those flowing into the Missouri are generally short and of small volume. Many, as the Chariton,

Grand, Platte, Nodaway and Nishnabotany, pass into Missouri, and join the Missouri river in that state. Iowa is emphatically a prairie state, devoid of mountains or great inequalities. The surface is generally undulating, rising frequently in gradual and grand swells to summit levels of considerable altitude, and forming a country of unrivaled beauty. The southern portion of the state is the most picturesque, abounding with grassy lawns and verdant plains, interspersed with groves, and watered by meandering rivulets. Portions of the north part present more bold and striking scenery, the surface is more elevated, and many hill-tops are covered with towering oaks and other forest trees. The mining sections of the north-east part abound in excellent farming land. The prairies of Iowa, however, form the most unique, picturesque and wonderful features of the state. Stretching in every direction, as far as the eye can reach, they are covered, even in their native wildness, with the richest grasses, interspersed with innumerable flowers of rarest hues and wonderful fragrance. Groves, thickets, and sometimes large tracts of woodlands variegate and beautify the landscape. Thousands of springs and small streams afford abundance of water, and add to the general loveliness of the scene. Even where the hand of art has not disturbed the repose and beauty of nature a rural aspect is discoverable which is quite delightful.

The coal measures are regarded as the most permanent sources of mineral wealth in Iowa, although the lead mines in the Galena limestone have attracted considerable attention, and have, so far, yielded the most important and valuable productions. In the south part of the state beds of bituminous coal, of fair quality, have been found, not less than seven feet in thickness, and apparently inexhaustible. Excellent

coal mines have also been opened in the central and northern portions of the state, and the indications point to unlimited stores elsewhere, distributed at convenient intervals. Iron ore is abundant and of good quality, and other minerals are found to some extent.

The soil of Iowa is excellent, and perhaps no other state in the Union has so small a proportion of waste ground. The valleys of the Red Cedar, Des Moines, Iowa, east and west Nishnabotany, Boyer, and of many lesser streams, are unexceeded in fertility by any lands in the world. The soil is rich in organic elements, and is noted for the large amount of saline matter which it contains, properly mixed with silicates, the whole affording a combination which only belongs to the most productive upland plains.

The climate of Iowa is moderate, and in regard to salubrity and general healthiness, the state is classed among the most favored countries of the world. There is little or no stagnant water, the rolling nature of the surface furnishing a natural system of drainage superior to any thing ever accomplished by art. The winters, it is true, are severe, but the springs are early and pleasant, the summers equable and long, and the autumns lovely beyond comparison. Taken altogether, Iowa is perhaps capable of supporting in plenty a larger population than any other equal extent of territory in the country.

Timber is comparatively scarce. Along the river bottoms, however, there is a fine growth of ash, elm, maple and cottonwood, while in other localities are found poplar, oak, hickory, walnut, linn and other varieties. In the north some pine is found. "Sometimes the woodland extends continuously along the Mississippi for miles; again it stretches in a wide belt far off into the country, marking the course of some tributary

stream; and often in vast groves, several miles in extent, standing alone, like islands in the wilderness of grass and flowers."

Among fruit trees the apple and pear flourish best. Peach trees grow luxuriantly but seldom bear well. Plums, grapes and gooseberries are indigenous. The cereals attain an uncommon perfection and potatoes are a favorite staple. The soil is easily cultivated and the products resulting from labor are always satisfactory and sometimes incredible.

In 1860 the assessed value of property was as follows:

Real Estate, - - - - -	$149,433,423
Personal Property, - - -	55,733,560
Total, - - - - -	$205,166,983

The true value of real and personal property in 1850 and 1860 was respectively as follows:

In 1850, - - - - -	$ 23,714,638
In 1860, - - - - -	247,338,265

showing an increase in ten years of $223,623,627, or the enormous increase of about nine hundred and forty-three per cent.

The number of acres of improved lands in 1850 was 824,682 and in 1860 it was 3,780,253. The cash value of farms in 1850 was $16,657,567: in 1860 it was $118,741,405. In 1850 the value of farming implements was $1,172,869 and in 1860 it was $5,190,042. The return of live stock for 1850 and 1860 shows as follows:

	1850.	1860.
Horses	38,536	174,957
Asses and Mules	754	5,713
Milch Cows	45,704	188,546
Working Oxen	21,892	56,563
Other Cattle	69,025	291,145
Sheep	149,960	258,228
Swine	323,247	991,161
Total	649,118	1,966,313

The value of live stock in 1850 was $3,689,275; in 1860 it was $21,776,786.

The following table gives a comparative statement of the chief productions of agriculture for the years indicated:

		1850.	1860.
Wheat	bushels,	1,530,581	8,433,205
Rye	"	19,916	176,055
Indian Corn	"	8,656,799	41,116,994
Oats	"	1,524,345	5,879,653
Irish Potatoes	"	276,120	2,700,515
Barley	"	25,093	454,116
Buckwheat	"	52,516	216,524
Value of Orchard Products	dollars,	8,434	131,234
Value of Market Gardens	"	8,848	141,149
Value of Home-made Manufactures	"	221,292	314,016
Value of Animals slaughtered	"	821,164	4,403,462
Butter	pounds,	2,171,188	11,526,002
Cheese	"	209,840	901,220
Hay	tons,	89,055	707,260
Wine	gallons,	420	3,706

Iowa derives its name from the river, so called, and was originally, as before stated, a part of the vast territory included in the Louisiana purchase. The first settlement of white men within the present limits of the state was made by Julien Dubuque, a Canadian Frenchman, in 1788. He obtained a grant of a large tract of land including the present city of Dubuque and the adjacent rich mineral lands. Here he built a fort, mined lead and traded with the Indians until his death, in 1810. In 1834, Iowa was placed under the territorial jurisdiction of Michigan; and in 1837, Michigan having been admitted as a state, the jurisdiction of Wisconsin was extended over Iowa. Other settlements than already mentioned were not made till 1833, when companies of Americans settled in the vicinity of Burlington and soon afterwards at other points on the Mississippi. It was not until June, 1838, that Iowa was erected into a separate territory, the seat of government being

at Burlington. The territory then comprised an immense breadth of country, amounting to 194,603 square miles. In December, 1846, less than twenty-two years ago, Iowa became a state of the Federal Union, and from that time forward has made marvelous strides in the march of enterprise, improvement and wealth. It is perhaps doubtful if any other state or country in the world presents equal inducements for settlement. Lands are cheap and the area open for selection is very large. The quality of the soil is unsurpassed. The climate is good and water abundant. The facilities for markets, though not yet perfected in all sections, are fast progressing and will soon be admirable. Millions of broad acres await the advent of the intelligent worker. A few hundred dollars and reasonable industry will secure a home and insure perpetual independence and plenty. Opportunities almost without number are within the reach of all comers. Mechanics, artisans, laborers of all kinds and classes are wanted and welcomed. Hydraulic power is wasting, lands are lying barren and unproductive, all for the want of human heads and hearts and hands. The wants of Iowa are great, but they are only those which spring from an almost infinite wealth of opportunities.

Clinton is situated on the west bank of the Mississippi river, and is a city of fair proportions and flourishing business. The population is estimated at some seven thousand. An actual count might reduce or increase this number. Activity, growth, enterprise and energy are apparent in every quarter. The location is level, somewhat monotonous, and, but for the fine water view, would be as uninteresting as any exclusively prairie town. The streets are well laid out, wide and decently improved. The business houses are beyond the average in

similar places, some blocks being really metropolitan in their appearance. The Toll Block is a splendid structure and would do credit to any city. The private residences indicate a high order of taste and present an exhibition of superior skill. The hotels are very good, especially the Iowa Central House which, in point of comfort and even luxury, is hardly surpassed anywhere. The schools are quite superior and the citizens seem to take a just pride in them. The Chicago & North-Western Railway Company have here a large round-house and extensive workshops. To the account of this railroad Clinton may credit very much of what she is or is to be. Yet the people here know, and seem to act upon that knowledge, that a river, no matter how long and large, and a railroad however important, well managed and liberal, cannot make successful towns without other and further effort. Hence, prophecies of future greatness, which are not only abundant but evidently sincere, are coupled with such enterprise as, together with natural facilities, give hope of speedy fulfillment. The lumber business is large; in fact it is doubtful if any other place west of Chicago deals so heavily in this article, so essential to a prairie country. The saw mills of C. Lamb & Son and others are superb in their kind. S. L. Toll & Son are heavy manufacturers of lumber into doors, blinds and other articles of use, and have a first class establishment.

Clinton is not a county seat; it has a tributary country only upon one side, and has no natural advantages superior to many other places upon the river, yet, by that inherent enterprise which is already manifested, she will soon become a town of great trade and importance. It is easy to see, however, that the life of the place is in its manufactures, and that, to keep pace with the advances of the times, these have to be

constantly increased. The facilities for building are excellent. The best of rock is quarried in the town itself and good brick are cheap. Lumber, of course, is plenty and of the choicest quality. Real estate, though held at figures not unreasonably low, is in good demand and salable. The population of the town is increasing, and persons of capital can here find plenty of chances for investment. Altogether it may be said that Clinton is an honor to Iowa and that the traveler is here very pleasantly introduced to the trans-Mississippi country. By calling upon Frank H. Woodworth, the inquirer may easily gain truthful and important information in regard to town or country property.

Two miles up the river is the beautiful little city of Lyons. An hourly stage runs from Clinton, so that the detention is unimportant. Lyons narrowly escaped becoming a great place by the passage of the river by the railroad here. For a time its fate hung trembling in the balance, and finally the decision was against it. The population of the town is about four thousand. It is handsomely located, bordering upon the river and reaching back upon the pleasant hill sides to the west. Beautiful sites for private residences abound. It has a picturesque aspect and although away from the railroad may be considered a desirable location. Its business is quite considerable and flourishing. The surrounding country is well improved and highly productive ; and the trade which centers here makes Lyons a wheat market of note. There are many attractive residences and the business houses are of a superior order. It has been settled about thirteen years. There are five flouring mills, some of which are of large capacity. The latest improvements in machinery and most desirable inventions in milling are here in use. Lyons flour stands high in

all markets, east and west. There are three saw mills of large capacity, with lath machines, &c. Among other manufacturing establishments may be mentioned one respectable carriage factory and a stave and barrel concern of large proportions. The schools are first class. One graded and two ward schools employ ten teachers and one principal. There are also a seminary under the control of the Presbyterian Synod, and a Catholic school. Learning of all kinds is fostered and the intelligence of the people stands high. The moral and religious aspect of the city is denoted by eight churches of respectable dimensions. The Catholics are also building a large Cathedral of beautiful design, which will soon be completed. The visitor who looks for much that is desirable will not be disappointed in Lyons.

The county of Clinton is very large and very productive. An air of plenty is all-pervading. Wheat, oats, barley, Indian corn and potatoes are staple crops and are raised in large quantities. Grass, of course, is spontaneous and the limit to the hay crop is the ability to make it into hay. The prairie grass is of fine quality, but tame meadows abound. Passing eighteen miles by railroad from the river we reach De Witt, the county seat. This town is very far from the geographical center of the county but is easily reached from all quarters. The population is over two thousand and the trade is considerable. Efforts have been made to remove the county seat from De Witt to Clinton, but without success. The object for such a change can only be apparent to interested speculators. One feature is observable in all prairie towns of even moderate pretensions, on the railroad. It is this: each one has its store or stores for the sale of agricultural implements and farm machinery. To be without these accommodations

would be to abandon all hope of growth or of trade. The wants of the country demand such depots; the work of opening up the splendid farming lands of the West would be very inconvenient, if not quite impossible, without them. Assortments are generally full from the minutest instrument to wagons, mowers, reapers and threshers of the most approved styles and patterns. De Witt is no exception to the rule in this respect. There are several churches here and good schools; indeed, a foundation seems to have been laid for a pleasant, healthy and important town. From De Witt to Cedar Rapids is a distance of sixty-two miles, through a prairie country of excellent quality. There are many fine farms on either side of the railroad, respectably if not highly cultivated. Orchards are frequent, and groves of cottonwood, locust and other trees abound. The usual products of the section are raised in profusion and an air of abundance is observable in every direction. The farm-houses have a cheerful aspect and many barns suggest the probability of garnered plenty. Large herds of fat and sleek cattle fairly revel in the rich herbage. The towns are not important, but each one evidently forms the nucleus of growing wealth and intelligence.

Wheatland has about five hundred people, with stores, churches and schools.

Loudon rejoices in a population of over three hundred, and, very properly, claims to be a rising town.

Clarence numbers her seven hundred or more, and evinces a thrift and enterprise which will soon double the number. Of course the inevitable school-house is prominent, and church edifices are not wanting.

Mechanicsville rests quietly upon the fertile plain, and,

with her seven or eight hundred inhabitants, gives promise of reasonable increase and considerable prominence. It is in Cedar County, and fifteen miles from Tipton, the county seat.

Mount Vernon has some three hundred souls, and is surrounded with a country which will warrant the prophecy of speedy increase. The Chicago & North-Western Railway has called these several places into existence, and made their support possible, and their growth certain. But for this great thoroughfare, these beautiful prairies would, to a great extent, to-day be lying in their primeval solitude, richly laden, it is true, with their native herbage, and with their wealth of flowers wasting their "sweetness on the desert air." Railroads are great civilizers, and, in truth, are no mean missionaries. Wherever they go, churches and school-houses soon fortify them on either hand, towns and cities spring from naught into prosperous existence, and plenty abounds. Nowhere have these remarks been more amply and successfully verified than along the line of the great North-Western in Iowa. Its construction has ultimated in important triumphs of civilization.

Cedar Rapids is a fine town of about five thousand inhabitants, pleasantly located on the Cedar river, two hundred and nineteen miles west of Chicago, in Linn county. The situation is healthy, picturesque, and every way attractive. The level ground bordering upon the river recedes with a gradual slope, until it is lost in the high and rolling sections in the rear. The opportunities for drainage are excellent, and building sites are plenty, and susceptible of being wrought, by the hand of art, into very beautiful and attractive homes. The soil is dry, rich, and productive. Shade trees and shrubbery grow with remarkable rapidity, and gardens of vegetables and flowers present an aspect of plenty and beauty. The dwel-

lings are generally of a respectable order, and some are highly attractive, giving evidence of a high order of artistic taste. The business houses are mostly built of brick, and are roomy and substantial. There are four hotels in the place, all comfortable, but none pretentious, seven churches, a graded school, and two fine ward schools. Cedar river is a fine, clear, rapid stream, of large volume, and affords excellent facilities for manufacturing. A toll bridge connects the city with the opposite bank, where there is quite a settlement. It would seem that the interests of trade and agriculture, of city and country alike, should demand the abolition of this catchpenny bridge concern, and give perfect freedom to travel. The day for such restrictions upon transit has passed. The annoyance to the public should be considered by far to outweigh the miserable pittance, in the shape of tolls, which such corporations are enabled, by some hasty legislative enactments, to pocket. The bridge itself, from present appearances, will soon tumble down, and the corporation had better go with it. Such impediments cannot last.

A dam, not of the most substantial character, has been thrown across the river here, and furnishes an abundance of water power. The fall is seven feet, and the amount of water presently furnished gives an average power sufficient to keep in motion seventy-five runs of stones. This power is capable of being greatly increased. The present race is less than four hundred feet in length. There are three water flouring mills, with their ten runs of stones, and, near the depot, a new steam mill is nearly ready for operation, with three runs more. Transit to the Chicago market requires only thirty-six hours. The flour made here stands very high in the market. The wheat is almost exclusively of the spring varieties, but

the quality is very superior. The extensive fields in the surrounding country, groaning beneath a wonderful burthen of ripening cereals, give good assurance that these mills need never stand still for want of material.

There is a paper mill of considerable capacity on the west side of the river. Three saw mills, a stave mill, and a planing mill, afford evidence, at least, that timber and lumber are not among the unanswered wants of Cedar Rapids. There are two foundries and three furniture manufactories here. Two woolen mills, one driven by water, and the other by steam, are using very successful efforts to relieve the New England manufacturers from heavy losses in furnishing the city and surrounding country with woolen fabrics.

The wagon factory of Upton, Chambers & Co. is located here. These gentlemen, with commendable enterprise, have determined to test the question whether the West is obliged to depend for an indispensable article of husbandry on manufacturers further east, or supply its own wants in this regard. The result, so far, is satisfactory. The "Star Wagon," made at Cedar Rapids, is taking a high position in the market. The factory is perfect in all its appointments, and supplied throughout with the latest improvements and inventions. It is pleasant to know that, although these works have grown already to quite large proportions, the demand for wagons has far outstripped the capacity to make them, and that large additions are found to be not only desirable, but indispensable.

The general business of the place is considerable, and steadily increasing. One of the most important establishments is the agricultural implement and farm machinery depot of Messrs. F. J. Upton & Co. This establishment is widely known, and stands second to no similar one west of

Chicago. During the season now closing they have disposed of over four hundred reapers and mowers, as one item of their sales.

Cedar Rapids is an important railroad point. Here is the southern terminus of the Dubuque & South-Western road, which runs north-easterly through Marion, the seat of Linn county, Springville, Viola, Anamosa, Langworthy, Monticello, Sand Springs and Worthington, to Farley, a distance of fifty-six miles, where it forms a junction with the Iowa Division of the Illinois Central Railroad for Dubuque, twenty-three miles farther on; thus affording easy access to the north-eastern portion of the state, and a ready connection with the upper Mississippi and Wisconsin. A road is contemplated, and will undoubtedly be soon built, from Burlington, on the Mississippi, through Cedar Rapids, to intersect the Dubuque and Sioux City road at Cedar Falls. It will pass up the valley of the Cedar river, and through a very interesting portion of the state, where railroad facilities are now much needed.

The country surrounding Cedar Rapids is first class. Well cultivated farms abound, and a general appearance of thrift is observable everywhere. Wheat, corn and grass are the leading staples. Orchards are not infrequent, and seem to give promise of good results. There are some unoccupied lands, which can be bought at reasonable prices, and which offer unexceptional inducements for settlement.

Crossing Cedar river by a substantial wooden bridge, the train pursues its rapid course over the undulating prairie and through Fairfax, Norway and Florence, twenty-five miles, to Blairstown, a village of one thousand inhabitants, situated on Prairie creek, a small stream which meanders through

the town on its way to join the Cedar. The place derives its name from John I. Blair, Esq., a gentleman whose efforts in behalf of railroad interests at the West, especially in Iowa, have given him a wide and well deserved reputation for sagacity and successful enterprise. It is in the southern tier of townships in Benton county, and about midway of the county east and west. The county seat is Vinton, about twenty miles north, and near the center of the county.

Blairstown is a thriving town, young, it is true, but destined to become an important center of trade, enterprise and refinement. Much good taste is already exhibited in the distribution and construction of both private and public buildings. The roomy and well filled stores, in the business street, indicate a healthy condition of affairs, and point to a substantial population in town and country as the probable consumers. There are three grain elevators here of fair capacity, and a steam flouring mill, with two runs of stones. The churches are Methodist, Presbyterian, Congregational and German Evangelical, the first and the last of which have each a church edifice. A fine seminary is in course of erection, at a cost of several thousand dollars, which will be a cherished addition to the town, and give a desirable tone to society. The public schools are of a high order, and are well attended. Tangeman, Book & Young are heavy dealers in general goods, and purchase all kinds of produce, to accommodate which latter branch of their business they have a large warehouse and elevator. The "Pennsylvania House" is a very comfortable hotel, well kept by the brothers H. & L. Gund, who also keep a general stage office. Blairstown is the nearest point of approach of the Chicago & North-Western and the Chicago, Rock Island & Pacific Railroads, the distance

to Marengo, on the latter road, being less than ten miles. A daily stage connects the two towns, and runs north to Vinton and Cedar Falls.

The country around Blairstown for many miles is such as the agriculturist or the economist delights to look upon. It is a portion of that rich body of land, partly prairie and partly bottom, which intervenes between the Cedar and the Iowa rivers. Everything of the vegetable kind which is adapted to the latitude and climate grows with a luxuriance and attains a maturity absolutely surprising. The results of slight and imperfect culture are quite remunerative, but a generous system of tillage is followed by a prodigous yield of cereal, grass and root crops. The counties of Benton and Iowa are studded all over with splendid farms, and thrift and independence are exhibited at every turn. The ripening harvest fields of July present, as they wave in golden undulations to the breeze, a premonition of plenty, as well as an aspect of rural beauty, rarely to be met with in the world. The farm-houses and out-buildings are, for so new a country, very superior. Timber and woodlands, though by no means covering a large breadth, are sufficient for the wants of the people. Many fine groves of forest trees have been planted and are growing rapidly. Orchards are thrifty and will soon be in such a condition of maturity as to furnish fruit in profusion. An abundance of unimproved lands is in the market and improved farms can be purchased at prices ranging from twenty to fifty dollars per acre, according to location and the value of buildings. Water is plenty and good, and no country can boast of a climate of greater salubrity and healthfulness. Such, in brief, is this delightful section, which invites the immigrant to home and plenty.

Passing Buckeye station we come speedily to Belle Plaine, on the western border of Benton county and near the banks of the Iowa river. The place is properly named, for all around the "beautiful plain," covered with its wealth of natural verdure, flowers and cultivated crops meets the eye. The town is laid out with taste and good judgment; the streets are wide, the building lots large, and the slightly rolling surface of the ground affords excellent natural drainage. Water of fine quality is abundant and easily obtained. It is proverbial for its healthfulness as well as desirable for its beauty, thriftiness and promise. The population has already reached over fifteen hundred and is gradually increasing with the wants of trade and the demand for mechanical and other industry. As is quite general in these new and growing prairie towns, the people are orderly, intelligent, earnest workers who have come together to better their fortunes, and rear a town distinguished for morality, enterprise and solid wealth. They are not waiting for some special and mysterious act of providence to make them rich, but are intent on helping themselves in such way as to deserve success and thus secure it. The railroad company have made Belle Plaine the end of a Division, and have erected here capacious repair shops and other necessary buildings for their accommodation. The business of the town is considerable, well conducted and is increasing in a healthy ratio, corresponding to the growth and wants of the surrounding country. It is already seen and felt that the interests of town and country demand a large increase in manufacturing industry; hence, mechanics and skilled workers of all kinds are not only desired but most heartily welcomed and liberally encouraged. Without manufactures, it is sensibly and properly argued, no inland town can rise above the level of the

surrounding country; and, however remarkable the agricultural capabilities of the country, they are necessarily limited, and if they are the only resource, themselves limit in turn the growth of the central town. With manufactures the town reaches out beyond the natural borders of trade and draws sustenance, wealth and all the elements of increase and importance from abroad. The argument is good, and not only applicable to this but many other localities. There are four churches here, all, it is believed, heartily and successfully engaged in evangelizing works. The schools answer all educational requirements, being well managed and well taught. Twenty-five miles away in a north-easterly direction, situated on Cedar river, is Vinton, the county seat.

The location of Belle Plaine is near the corners of four counties, viz.: Benton, Tama, Powesheik and Iowa. These counties contain two thousand five hundred and ninety-two square miles, or considerably over a million and a half of acres of land, nearly every acre of which is capable of easy and high cultivation, and from which may be gathered, year after year, an immense quantity of agricultural productions. Wheat and Indian corn are the leading staples, though all the cereals and root crops grow luxuriantly, and grasses, both native and foreign, have no limit. Markets are accessible from almost every point and good roads run in every direction. The country is well watered by rivers, springs and brooklets, while wells may be easily and successfully sunk almost anywhere. The valleys of the Cedar, Iowa and their tributaries afford abundant timber and woodland, in addition to which groves of forest trees are easily raised at little expense. Orchards grow vigorously, and the country will soon be supplied with an excess of domestic fruit. Of course, only

a portion of the trade of these four counties centers at Belle Plaine. Among the important business concerns may be mentioned E. G. Brown, who deals at wholesale and retail in general merchandise, and the large Belle Plaine elevator of Twogood & Co., who also conduct a heavy forwarding and commission trade and deal largely in grain and agricultural implements. Those looking for cheap and excellent lands for settlement, either improved or unimproved will gather much valuable information by calling on Clark & Tewksbury or Howard & Johnson at Belle Plaine, two of the best law firms of central Iowa, and heavy dealers as agents in real estate. These lands, of which there is an abundance, sell at prices ranging from twenty to fifty dollars per acre. The leading hotel at this place is the Sherman House, where the wayfarer can find a pleasant stopping place with many of the home comforts which he has left behind. It is kept by Wm. D. Oyler, a gentleman who seems to know his business.

Chelsea is the next station going westward, passing which we reach Tama City, formerly Toledo station, 270 miles from Chicago and 132 from the Mississippi river. This town is in Tama county, from which it derives its name. It is delightfully situated on the Iowa river, and has over 1,200 people. The business is quite similar in amount and kind to that of Blairstown and Belle Plaine, as are also the facilities, soil and surroundings. There is a first class graded school, and a school-house is now in course of construction at an expense of $12,000. The church organizations are four in number, viz.: Methodist, Presbyterian, Episcopal and Christian. The Methodists alone have a church edifice. Wm. P. Browne conducts a large storage, forwarding and commission business, sells agricultural implements, and buys grain and other pro-

duce. The National Hotel is in every respect "first class." The worthy host, E. J. Brown, understands his business, and is attentive to it. The traveling public will here find accommodation not excelled in any town west of Chicago. There is also attached a livery stable, perfect in all its appointments.

Toledo, two and a half miles north of Tama City, is the county seat of Tama county, and has a population of between ten and twelve hundred. The court house, a brick structure, is a prominent building here. It cost over $20,000. A daily stage runs between here and the depot at Tama City, carrying the mail. The misfortune of Toledo is that it is either too far from or undesirably near the railroad. It still retains its prominence as the county town, but trade gravitates towards the railroad. It is a pleasant, healthy spot, with good schools, several churches, and is still prized as a place of residence and of considerable business. The leading dealers in and agents for the sale of real estate at Toledo are Graham & Nelson and Struble Brothers. Either of these firms possess reliable information, and are worthy of full confidence.

Tama county comprises a fine body of land, with an area of 720 square miles, or over 460,000 acres. Iowa river passes across the southern end, and the whole county is well watered by that river and its tributaries and streams, falling into the Cedar, and running north-easterly. The face of the country is considerably diversified, the prairies frequently swelling into sightly eminences, and stretching away in gentle declivities to meet the thickly-wooded valleys and meandering streams. Fine springs are not infrequent. The native flora, interspersed with the verdure of spring-time or early summer, is beautiful beyond description, and forms an important feature in a wide-extending landscape of peculiar picturesqueness.

The farm products are the same as those before noticed in other and adjoining counties. Many choice locations are offered to those seeking homes in the West.

Orford in Tama county, and Legrand in Marshall county, are railroad stations of moderate pretensions, passing which, and crossing Timber creek, we come to Marshalltown, the seat of justice for Marshall county. For the purpose of illustrating this important town and county, we can do no better than make liberal extracts from an able and comprehensive sketch recently given to the public by Mr. Charles Aldrich. The writer goes on to say that "in the year 1862, a pamphlet was published here, with the following imprint: 'Taylor & Barnhart, Publishers; Chapin & Co., Printers.' It was devoted to a description and history of this county, and its first few paragraphs, containing a concise statement of facts, are as pertinent now as when they were written. We therefore extract the following, taking pleasure in thus giving our worthy predecessors the credit they deserve:

"Marshall county is situated in about the center of the state. It is twenty-four miles square, containing 368,640 acres. The Iowa river enters the county near the center of its north boundary, and taking a general southerly course, leaves the county at the center of its eastern boundary. About one-quarter of the county lies on the east and north side of the river, and the balance on the south and west. The Iowa is a fine, rapid stream, of pure, clear water, preserving its volume well at all seasons of the year, and is at an ordinary stage about forty yards wide.

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"The south-eastern portion of the county is well watered by the branches of the Skunk river, three or four of which

rise in the county and flow south; Clear creek is the most important, and runs through the west part of Eden township for about eight miles.

"The face of the country is of that peculiarly undulating character incident to prairie countries; no high hills, no rocky glens or deep valleys. Along the river are some extensive bottom prairies from a mile to two miles broad, which are very level, and some of the lowest in high water are subject to overflow. These bottoms make the best of meadows for the cultivated grasses, and are the natural early pasture grounds in their wild state. Grass starts on these bottoms from two to three weeks before it does on the high prairies. The rolling prairie is the prairie proper, and is by far the greatest part of the county. It rises gradually in easy swells from fifty to a hundred feet above the bed of the river, and forms fine table-lands intersected by small streams winding through its living verdure to the Iowa. The table-land or upland prairie is dry and rolling, having a deep, rich, alluvial soil, free from stone, and lacking no properties to grow in perfection any product suited to the climate. In its natural state it is covered with fine short grass, and an infinite variety of the floral tribes, from the stately rosin weed down to the bright-eyed, lowly violet.

"This county contains 33,000 acres of timber or wood land, mostly on the Iowa river, but small groves are scattered on the smaller streams in almost every part of the county. Timber creek grove is the largest of these detached groves, and contains about five thousand acres of the best timber in the county. The timber is composed of oak, (white, red, burr and jack,) black walnut, butternut, hickory, hackberry, ash, elm, etc. The supply of timber is better than in most counties

in the state, and an abundance for the wants of the country for many years to come; and the settlement of prairie countries always increases the growth of timber by keeping down fires in the groves, and by the planting of groves on the prairies. There are doubtless more acres of timber growing to-day than there were ten years ago. Trees grow very rapidly, and the prairie is becoming dotted with locust and cottonwood groves.

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"The principal varieties of timber cultivated thus far are the cottonwood, white willow, silver (soft) maple and Lombardy poplar. All things considered, it is our opinion that the cultivation of the maple, from the seed, will give the most satisfactory results. This seed ripens in May or the first of June, and if planted at once and cultivated like corn, the young trees attain an altitude of three or four feet the first season. The second season will see many of them eight feet high — which is certainly rapid enough to satisfy any reasonable cultivator. A very few years will see such timber fit for rails or railroad ties.

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"During the past three or four years considerable attention has been paid to grape culture in this and surrounding towns. Already several vineyards have been started, while the farmers are waking up to the ease with which they can supply themselves with this choice fruit, and are planting vines as fast as their means and circumstances will permit. Our dry rolling prairies are well adapted to the vine, while the sheltered nooks along the timbered margins of the streams seem to be its natural habitat. The fact that timber screens can be so easily and so rapidly grown, will obviate all objection to

the prairies for grape culture. It is a well ascertained fact, that a belt of white willow, cottonwood or silver maple, planted at the same time the young vines are set out, will afford ample protection to a vineyard as soon as it really needs it. From the impetus which grape culture has received up to this date, and the preparations which many culturists are making for engaging in it extensively, there can be but little doubt that in a few years grapes and wine will be very largely produced in Marshall county.

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"Apples are succeeding with us very finely, many varieties maturing here in greater perfection than we have ever seen them elsewhere. Early cultivators, who brought their trees from far eastern nurseries, failed as a matter of course; but now, after many have sustained heavy losses, and hammered out an experience which has stood the test of years, there is no doubt that with a proper selection of varieties, success is certain.

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"Peaches can only be raised here by burying the trees in winter, or giving them some equally effective protection; but our county is a very paradise for all kinds of small fruits. The strawberry, currant, raspberry, gooseberry, succeed here as well as in any climate in the world, rewarding the cultivator amply for all his care and toil. Fortunes may be made right here, by cultivating almost any of these, for if our market is ever overstocked, they may be canned or made into wine, for distant markets.

"Little or nothing has yet been done in the direction of hop raising in our county, but the facts that the hop is an indigenous production, and that it hardly ever fails to mature,

fully show that its culture on a large scale would be very profitable. In the absence of poles, a system of trellising has been adopted, which is said to be admirably adapted to the wants of a prairie region. It would richly reward industrious men to look into this subject.

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"Our soil, while apparently drying rapidly after the melting of deep snows, or heavy falls of rain, yet possesses the quality of retaining moisture in a very remarkable degree. The gently rolling surface also carries off all surplus water. In no other section have we ever observed those two qualities so equally balanced. The consequence of this is, that whether the season be wet or dry, the Marshall county farmer is always sure of a crop. And it is a fact, that during the fifteen to seventeen years since our county first began to be settled, there has been no failure in our crops—a fact that can be stated of but few localities in the country.

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"The immense population which the opening of our great highway will cause to spring up all along the Rocky mountains, will for years to come absorb the surplus products of central Iowa—the garden of the west—and render the labors of the agriculturist successful and remunerative beyond contingency. These facts, coupled with the low price both of farms and unimproved lands, must cause this region to receive constant additions to its population. We are witnessing the results of these advantages in the unexampled rapidity with which our county is now growing.

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"The citizens of Marshalltown have ever been noted for their enterprise in road and bridge building, not always con-

fining their aid to the highways that lead to their town. Different portions of the county have been the recipients of their bounty, and even the dreaded Skunk, with her quagmire bottoms, has been rendered passable through the contributions of her citizens.

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"The educational interests of Marshall county are at least keeping pace with, if not in advance of, her material interests. The youth of the county are amply provided for, and the privileges of a good school are within the reach of all classes in the community. The people of Marshall county believe in schools. Parents throughout the county take an honorable pride in these public institutions, to which, under all circumstances, they can look as the safe and profitable resort of their children, and where they are trained to those physical, intellectual and moral habits, which bless every station, and prevent poverty, vice and crime.

"In the higher departments of learning there are two institutions at present, in successful operation.

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"In addition to these seminaries there is, in each town, a system of graded schools.

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"As few towns of its size in the West can boast of as large an amount of business—converging, as it does, from a district of country radiating from here in almost every direction for 50 or 60 miles—so, few present more attractive inducements to purchasers. Our dry goods, grocery, agricultural implement, drug, leather, book and stationery, hardware, clothing, and furniture stores are always supplied with heavy stocks in their respective lines, and their annual sales foot up surpris-

ingly heavy amounts. Trade is upon a very healthful basis—there having been but one small failure here during the past three years."

This interesting and truthful account of Marshalltown, and the county which it adorns, has been given here with especial satisfaction, because it is generally not only descriptive of the locality to which it immediately refers, but is equally applicable to other counties and towns in the vicinity, and to the business and interests of a very important section of the state.

A more minute and particular account of Marshall county, with graphic descriptions and personal reminiscences, may be found in a little volume recently published by Mrs. Nettie Sanford. To give a particular description of the business of Marshalltown, or even a list of the active business men, would occupy too much space. A few must suffice. Boardman & Brown, as a law firm, stand at the very front of their profession in Iowa. They do a large business, and are legal advisers for the Chicago and North-Western Railway Company. They have also a real estate agency, for the sale and purchase of lands, payment of taxes, &c. Johnson & Haradon are also lawyers and real estate agents of good repute, and are doing a thriving business. D. W. Cunningham deals largely in lumber. E. G. Sleight is a storage, forwarding and commission merchant, and buys grain. E. G. Sleight & Co. keep a large agricultural warehouse and seed store. The First National Bank of Marshalltown is located here. The "Williams House," near the depot, is large, and well conducted by Williams & Brother. Railroad passengers dine at this house.

Fourteen miles west of Marshalltown, and in the same

county, is the fine village of STATE CENTER. This thriving town is situated on the head waters of Timber creek, and has an exceedingly pleasant location. The view from the westward is especially fine. It was founded less than five years ago, and in that time has made a remarkable advance in wealth and importance. Its population is about three hundred, and its stores, shops and manufactories give evidence of present prosperity, and assurance of future progress. A large public school has already been erected, and is furnished with the most modern conveniences. It is in the midst of a very fertile section of country, which brings its wheat, corn and other marketable commodities here for sale, and purchases its supplies from merchant and mechanic. The stores are well filled with stocks of such goods as the country needs, including, of course, a full assortment of agricultural implements, and a variety of farm machinery. Town and country are healthy as well as pleasant, and in either there is plenty of room for new-comers of enterprise and industry. The remarks heretofore made in reference to Marshall county apply with great force to the surroundings of this vigorous and hopeful town. It is true that State Center has a powerful competitor in the county seat, but there is room enough, on these fat prairies, for both to grow. No addition can be made to either town without benefiting the other nor without being of very positive advantage to the country from which both draw life.

Leaving State Center we immediately enter the county of Story and passing the small depot town of COLO, reach NEVADA the seat of justice of Story county, a pleasant prairie town of from ten to twelve hundred people. The county was organized in 1854, and the first house was built in Nevada

the same year. The town was doomed to many years of languishment and to those untoward vicissitudes incident to an inland point without the means of egress to the outside world, when, happily, the railroad now a part and parcel of the great Chicago & North-Western corporation, came, like a special providence, to its relief. The location was excellent, the surrounding country beautiful and rich in organic functions almost beyond comparison, hypothetical wealth and importance stood out in large proportions and colored with hues deeply tinted *a la rose*, yet ingress and egress were slow, expensive and altogether too occasional. Anon the railroad came with its ponderous engines and sweeping trains, almost entirely annihilating distance and overcoming obstructions which had theretofore startled the traveler and retarded immigration. The golden moment was known to be at hand. Hope deferred became crystallized in pleasurable fruition. Story county, by this new order of things, experienced a sort of miraculous reconstruction, and Nevada, the county seat, was put in connection with the world of civilization. The town is peculiarly and particularly of the prairie order. The fecund soil will certainly cause grass to grow under the feet of the pedestrian unless his steps are made to the measure of quick music. In this there is no respect paid to persons. The town has fair developments and fair prospects. Already there are four general stores, three drug stores, all of them very fine and affording the only token that the place and county are not blessed with perennial health; two grocery stores, one variety store, one clothing store, two hardware stores and one leather and harness store. Honorable mention deserves to be made of the fact that this place, like Cedar Rapids, has no saloon nor any place whatever where alcoholic

liquors are publicly sold. There is a union graded school with buildings costing ten thousand dollars, free to all, which is in a very flourishing condition. The churches are Methodist, New School Presbyterian and Cumberland Presbyterian, which latter we confess to be an outshooting of evangelism beyond our knowledge or comprehension. Spiritualism has here no specific organization, but has some adherents.

The county of Story has not a large population, although it is gradually and surely adding to its numbers. Ten thousand is now the ultimate figure. It contains five hundred and seventy-six square miles or three hundred and sixty-eight thousand six hundred and forty acres of land. The inevitable prairie abounds, rich, black and productive, interspersed at intervals with fine groves of oak, hickory and walnut, with maple and elm along the streams. At least one-fifteenth of the surface is covered with timber. Nearly one-third of the county is waste and wild, ready to be appropriated at moderate cost by new-comers. The soil, of sandy loam and vegetable mould, is everywhere deep with a subsoil of clay and gravel. Water is abundantly distributed by the Skunk river, east and west Indian and Squaw creeks and their numerous tributaries. Springs of pure, cold water are often met with. The surface is generally sufficiently rolling to afford perfect natural, and in all places to make easy artificial drainage. Some coal deposits have been found in the county, but none have yet been practically developed. There are several quarries of fine building stone. The climate is healthy and pleasant. Unimproved lands sell at from four to ten dollars per acre, and improved farms from fifteen to thirty dollars. Timber lands range from fifteen to sixty dollars per acre.

Ames is in the western portion of Story county on the

Skunk river. The first settlement was made in July, 1865, about which time the railroad was opened to the place. The population is now not far from five hundred. The business of the town is considerable. There are four general stores, one hardware store, two drug stores, three grocery stores and two lumber dealers. Messrs. Evans & Co. deal largely in grain and other produce and sell agricultural implements and farm machinery. Marshall, Drake & Rainbolt have a real estate and collecting agency, and Mr. Rainbolt is an attorney at law. The town being within two miles of the agricultural college of the state, a special act of the legislature prohibits the sale of wine, beer or any spiritous liquors. As the general law does nearly the same thing the special one may be considered, perhaps, as a work of supererogation. If both laws are not violated, Ames may well claim the "crown of virtue" in Iowa. The liveliest interest is taken in schools and a fine union school-house is nearly completed. The churches are Methodist Episcopal and the Congregationalist, each having a good house of worship. There are two hotels. Ames is directly north of Des Moines the capital, and very near the geographical center of the state.

The Iowa Agricultural College, an imposing structure, is located on the state farm, about one mile and a half from Ames. The college is in plain view from the railroad. The officers of the institution are as follows:

Hon. B. F. Gue, President.

Hon. H. M. Thomson, Secretary and Superintendent of Farm.

Maj. S. E. Rankin, Treasurer.

C. A. Dunham, Architect.

The farm contains several hundred acres of excellent land,

selected with due reference to geographical position, timber, water and quality of soil. All these conditions are happily blended. The college building is of brick, of ample dimensions and constructed with due regard to its prospective uses. It is nearly completed, and will be appropriately opened on the 21st of October, of this year. This is an institution of great importance to the state of Iowa, and cannot be too highly prized by the intelligent yeomanry of that state. It has taxed the time and energies of the best talent to bring it into existence and will, it is hoped, long stand as a monument to the names of its projectors. The college is munificently endowed by an act of Congress appropriating lands for such purposes, as will appear from the following extracts from the second annual report of the trustees:

"In July, 1862, Congress appropriated the several loyal states in the Union, for Agricultural Colleges, 30,000 acres of land for each Senator and Representative in Congress. The amount under this grant, to the state of Iowa, was 240,000 acres. Any state accepting this grant is required, by the terms of the grant, to erect the necessary college buildings, without using any of the proceeds of the lands for that purpose, within five years from the time of the acceptance of the grant. The state of Iowa, at the special session in September, 1862, accepted this grant, with this and other conditions imposed therein.

"Peter Melendy was appointed by the Governor to select the lands embraced in the grant, and in October of the same year entered upon the work.

"The following extracts from his report will show how and where the lands were located:

"'It was ascertained that there were about 6,000,000 acres

of vacant lands remaining in the state, two-thirds of which were in the Sioux City district, comprising all the counties north of township 85 and west of range 33. It required some days to prepare the necessary maps and plats for reference, and I was ready to commence the examination of lands about the first of November. It soon became apparent that the land speculations of a few years since had reached, in various directions, from the settlements along the rivers, and that a large part of the timber had been entered, together with considerable portions of the adjacent prairie. Under these circumstances I adopted the policy of selecting good lands only, even if they were so far from timber as to be slightly depreciated at present below the minimum of the government price. I considered it expedient also (confirmed by the opinion of several of the college trustees) to select about 50,000 acres within the six mile limits of the land grant railroads—the Dubuque and Sioux City and the Cedar Rapids and Missouri River Railroads. For convenience, these will be designated as railroad lands, and as they are taken at the maximum price it reduces the aggregate to about 200,000 acres. It is believed, however, that by the extension of these roads this class of lands will become quite as remunerative to the college fund as any of the lands selected at the minimum price. In the selections I have kept in view the adaptation of the lands to agricultural purposes, especially for grain-growing and stock-raising; also, the probable points of market, when the country becomes settled, and generally their location near the line of roads as well as probable towns; and in the railroad lands, in most instances, their position in reference to probable stations, or on roads leading through or near them to railroad depots.

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"'The quantity in the several land districts, and the quantity of railroad lands, are indicated, nearly, in round numbers, by the following figures:

Fort Dodge district railroad lands -	30,000	acres.
" " " other lands - -	85,000	"
Sioux City district railroad lands - -	20,000	"
" " " other lands - -	50,000	"
Des Moines " railroad lands -	6,000	"
" " " other lands - -	4,000	"
Total, about - - - - - - - -	195,000	".

"'These figures, like those referring to the lands in some of the counties, will be slightly changed in perfecting the list, by the omission of some tracts selected by the counties, and perhaps by some pre-emptions. The apparent deficit in the total number is made up, nearly, by considering the maximum-priced railroad lands at twice their actual quantity.'

"By a subsequent adjustment of the selections with the general government, the number of acres embraced in the grant was brought up to 204,309 acres, which amount was certified to the state."

None of these lands are as yet sold, but a large proportion has been leased. The land agent says, in his report of December last, that no absolute sales have been made, "the contracts being wholly in form of leases, with a right of purchase to the lessee, or his assignee, and consequently no part of the principal has been received, nor is it probable that the purchase-money on many of the leases will be paid until at or near the expiration of the term of lease.

"All leases have been so drawn as to terminate on or

before the 31st day of December, 1875, at which time it is expected that all of the lands will have been disposed of, the principal collected and remitted to the college, and all business pertaining to the land agency closed up."

A few miles further travel brings us to the city of MONTANA and end of the railroad division. The following description of this important place, and a glance at the county has been furnished by D. L. Smith, Esq.:

"Montana is located on the line of the Chicago and North-Western Railway, two miles north and two and one-half miles east of the center of Boone county, Iowa, and two miles north and fifteen miles west of the geographical center of the state. It is 342 miles west of Chicago, 203 west of Clinton, 121 west of Cedar Rapids, 121 east of the Missouri river, 40 north of Des Moines, and 40 south of Fort Dodge.

"The city was surveyed and platted in March, 1865, by the railroad king of Iowa, John I. Blair, of Blairstown, N. J., President of the Cedar Rapids and Missouri River Railroad Company, and under the supervision of the efficient Secretary and chief engineer of that company, W. W. Walker, of Cedar Rapids, who advertised that on the 29th of the same month there would be a sale of lots at auction. At that time the nearest railroad point was Nevada, twenty-five miles east, and the land which is now the site of Montana was mostly an unbroken prairie. Many were present at the sale as spectators, having little or no faith, while many that came with the intention of purchasing were discouraged, and returned believing the scheme a failure. But through certain promises of Messrs. Blair and Walker, numbers, knowing that what they purposed they performed, were induced to buy, and the sales of that day amounted to twelve thousand dollars.

"And well have these gentlemen kept their promise, for through their instrumentality Montana is now the terminus of the East and West Iowa Divisions of the Chicago and North-Western Railway, which necessitates an immense outlay of capital at this point for the erection of car and locomotive works, round-house, etc.

"The Railway Company has erected a round-house containing twenty-nine stalls, furnished with all the modern conveniences for heating, supplying water, etc. It is built of brick, with iron-girded slate roof, and fire-proof, making it the largest and most complete in the North-west. Also, a brick blacksmith shop 40 x 100 feet, a repair shop, supply store, etc.

"Among the improvements made by the company last season is a depot building 40 x 200 feet, and two and one-half stories high, with a dining hall sufficiently capacious to accommodate two hundred and fifty persons, and of which any town might justly be proud. The Railway Company is now preparing to erect a machine shop 70 x 200 feet, together with a large car shop, which when completed will form the most extensive railroad works west of the Mississippi.

"The first building in Montana was put up in July, 1865, and at present the city contains a population of over three thousand souls. The completion of the works above referred to will require the presence of three hundred additional employees, with their families, making it fair to suppose that the addition to the population from this source alone will reach fifteen hundred in three months. The augmented demand for labor and capital which must be occasioned by this increase, together with the rapid development of the agricultural district, lead to the belief that the influx of population from

other sources will fully equal the above figures during the next year, making an increase of one hundred per cent.

"Sixty thousand messages are received and dispatched from the telegraph office per annum.

"Four Express lines diverge from the Montana division office. Two daily lines east over the Chicago & North-Western Railway, requiring the services of seven messengers; two daily lines west, over the same road, with five messengers; one daily line north and one south. The local business of the office amounted to $22,690.63 the past year.

"The natural advantages of location and proximity to timber and coal have not been overlooked by capitalists. In the past month many of the prominent railroad fronts have been sold for manufacturing purposes.

"Of churches, the city contains one in a finished condition, and two in course of construction.

"Two brick school-houses are being erected, at a cost of six thousand dollars each, and a site has been purchased for a High School building to be erected next season at a cost of twenty-five thousand dollars.

"The business transacted by the Chicago & North-Western Railway at this point, in freight and passengers, for the year ending December 31st, 1867, amounted to $225,252.72; and the net earnings of the entire road for the same year foot up $12,610,492.64. Eighteen trains pass over the road daily, *all* of which are made up at Montana.

"Boone county contains one hundred and fifty square miles of timber of an excellent quality. The whole county is underlaid by rich and inexhaustible coal beds, the veins, of which there are three, varying in thickness from twenty inches to six feet. A vein is already opened measuring four

feet, and the coal is found of a superior quality, burning free from clinker and leaving nothing but a white ash. Previous to 1865 no coal was mined in the county; and at the present time one thousand souls are employed in the mines, and hundreds of tons shipped daily for the use of the Chicago & North-Western and Union Pacific Railroads.

"The fire-clay, of which there is an unlimited supply, is shipped east by car loads for potters' use. This clay also makes a superior quality of fire-brick, which find market in Chicago, and bring one hundred dollars per thousand delivered at the depot in Montana.

"As evidence of the agricultural advantages of Boone county, as viewed by immigrants, and the rapidity with which it is being settled up, it may be cited that, during the month of June last, sixteen thousand acres of land were settled upon and improvements commenced by actual settlers. The following figures exhibit the population of the county for three years past; 1866, 5,235; 1867, 9,861; 1868, July 1st, 14,000."

Another account gives the following in relation to the county:

"The general surface is undulating; but in some parts rather hilly, especially along the Des Moines river, where there are some magnificent bluffs, and very fine scenery. A remarkable chain of hills called "Mineral Ridge," passes entirely through the north side of the county. The original surveyors are said to have complained that their compass needles were distracted when running lines over this ridge, from which fact they inferred that mineral existed in the hills. Hence the name.

"The timber is principally along the Des Moines river, and

is perhaps as fine a body of timber as can be found in any part of the state, averaging in width through the county about four miles. There are also several groves of good timber on Equiwa creek in the north-east part of the county, and on Amaqua creek in the west part. Altogether about one-fifth part of the county is timbered. The wood lands include all varieties of timber indigenous to the state, the most common being oak, walnut, hickory, linn, ash, sugar maple and elm; plums, crab apples, cherries, grapes, blackberries, raspberries and strawberries grow wild, in abundance.

"The soil is a rich loam, similar to that on the high prairie all over the central part of the state, and in this respect will compare favorably with any other county. It appears to be well adapted to spring wheat, oats and corn. Rye and barley are sure crops, but little raised as yet. Timothy and blue grass grow well.

"Coal mining has now become a leading business. From five hundred to a thousand tons can be raised daily, when all the mines are in operation, and the coal is not only used by the towns and cities east and west of us, but two hundred miles of the North-Western Railway supplied; besides a large portion of the coal used on the Union Pacific Railroad, is furnished from the Boone county inexhaustible coal fields. If five hundred tons were raised during the working days of a year, at $4 50 per ton, the price paid by the railroad company, it would amount to nearly half a million of dollars, or about one-fourth the assessed value of all the real and personal property of Boone county. According to all appearances and estimates, the coal beds of the county are able to supply that amount of coal per year for one or two centuries at least. These speculations are upon the supposition that neither the

number of mining companies nor the capacity for mining shall increase, which is contrary to the spirit of advancement and enterprise of the age. If coal mining increases as fast as such enterprises ordinarily do, the value of coal raised per year will, before many years be expressed by millions."

Boonsboro is the county seat of Boone county, and has a population of nearly twenty-five hundred. It is situated in the center of the county, a short distance from the railroad, but in plain sight from Boone station. This place illustrates the fact that the passage of a railroad *through* a town is not indispensable to prosperity. Proximity in this case has been sufficient. Boonsboro has perhaps received all the advantages of rail communication without any of its annoyances. Location, capital, intelligence and enterprise are here felt to be the chief elements of success, and they are successful. The place has a large trade, and is, withal, a growing and important town. The good schools of Iowa are here fully illustrated, and religious privileges abound. Added to all other advantages, the broad prairie, with its immense agricultural capabilities, stretches in every direction, a perpetual guarantee of growth and importance. There are many substantial business houses here, among which may be mentioned W. Harris, wholesale and retail grocer and dealer in produce, and Logan & Canfield in the same business, and also heavily engaged in mining and selling coal at wholesale on the Des Moines river, two miles distant from Boonsboro. The stranger will obtain ample information in regard to opportunities for investment or settlement, by consulting Barnhart & Wilbur, at their Boone county land agency; C. W. Williams, attorney at law and real estate agent; or J. F. Ecclerton, whose office is devoted to the same business. Boonsboro is not a town to be passed

without examination. It is a desirable place for both residence and business. It has already attained a maturity which, for so young a town, is highly creditable, and there is a spirit among the people which will not permit the loss of advantages already gained, but which will compel further successes.

Moingona is five miles west of Montana, on the Des Moines. It is a new town, brought into existence by the mining interest which centers thereabouts. Here are the great coal mines of central Iowa. The North-Western Coal Company's works are on the Des Moines river, three-quarters of a mile above Moingona. The company owns, in all, a tract of about twenty thousand acres of the best coal lands in the West. What is called the "old shaft," has been worked since April, 1867. The coal from this shaft is lifted by an engine of forty-horse power, which cost six thousand dollars. The company is also working another shaft about half a mile further west, on the railroad, which, when opened to its full capacity, will, it is expected, deliver four hundred tons of coal per day. The thickness of the vein at the old shaft is three and one-half feet, and indefinite in extent. At the new shaft the thickness is four feet. The quality of the coal in this vicinity is nearly uniform. The coal taken from these mines is, by some, regarded as superior to any other found in the vicinity, but the difference is probably attributable alone to the manner of mining. Compared with the Illinois and some other coal the product of these mines is, perhaps, a little inferior in some respects, and for some uses; for steam-making there is probably little difference, and the preference, if any, is in favor of the Moingona coal. There is more sulphur in this coal, and a larger admixture of slate, which, burning, forms into clinker.

Extra care is required in its use, and even then it must be admitted that it is harder on the boiler than Illinois coal. The depth of the old shaft is seventy-six feet, and of the new one one hundred and thirty feet. The North-Western is also operating a drift mine on the east side of the river, of a capacity of about fifty tons per day. These mines are all worked by the North-Western Coal Company, under the efficient superintendency of Martin Hinzie, Esq., formerly of Omaha, Neb. The stockholders are, for the most part, also stockholders in the Union Pacific Railroad, T. C. Durant, Esq., being the heaviest. The Union Pacific Company has a contract for the whole product of the mines, and it is shipped to the Missouri river with all possible dispatch. The value of the coal at the mines is about four dollars per ton. Mr. Hinzie has had charge here but a few months, but under his superintendency the quality of the product has materially appreciated, and the cost of mining has been considerably lessened. These results have been accomplished by a rigid adherence to system, care and economy. The capital stock of this company is $400,000.

The Moingona Coal Company was organized in 1866, and is chiefly owned and operated by John I. Blair, Esq., through the efficient agent and superintendent Mr. H. Parkhurst. The company owns about ten thousand acres of excellent coal lands, and the deposits are supposed to be inexhaustible for centuries to come. Four shafts are already sunk, and two drift mines are opened. The daily capacity of these mines is, or soon will be, over five hundred tons. Several other persons are working drifts, and turning out about one hundred tons per day. The surface of the country is uneven and broken. In the midst of these wonderful prairies, however, it exhibits a picturesqueness extremely pleasant and satisfactory. The

beautiful Des Moines river winds among the hills, and the music of its ripples breaks the silence of the adjacent forests. Altogether, this is a romantic as well as rich portion of the state. At Moingona the traveler will find pleasant lodgings at the Moingona House, kept by Jacob Leppla.

Speeding rapidly through OGDEN, BEAVER and HAGER, we come, in twenty-three miles, to JEFFERSON, the seat of justice for Greene county, containing about seven hundred people. The town is handsomely located on the high table-land between Coon river and Hardin's creek, about half a mile east of the former and two miles west of the latter, and very near the center of the county. It was laid out in November, 1854, but in consequence of having no thoroughfare leading to or from it, improved but little until the great Chicago and North-Western road penetrated and passed through it. In the early days of its existence the travel to Council Bluffs and even Sioux City went south through Adel and Winterset. Jefferson is situated about seventy-five feet above the river, and is sightly, airy and healthy. It contains eight dry goods stores, two drug stores, two boot and shoe stores, three hardware stores, one furniture store, two harness shops, three blacksmith shops, one wagon shop, nine lawyers, four physicians, eight land agents, one banking house, one livery stable, two lumber yards, three hotels, and a newspaper. As a hotel the Revere House, by Annis Bros., is equal to the best. Mickel & Head are bankers and land agents; Harvey Potter is a lawyer and land agent; H. C. Rippey is attorney at law and land agent; and W. B. Mayer has a general land agency, and is also a lawyer.

Greene county was organized in 1854. There was then plenty of game, elk and deer being found in great abundance.

In 1856 and 1857, however, the snows were so deep that it was impossible for them to escape the pursuit of men, dogs and wolves, and since then none have been seen. In early days there were no roads across the wide prairies, or bridges over the streams, and the traveler on the prairie was like a ship at sea without compass, and had to take his course as best he could, relying on his own judgment. To cross the prairie in midwinter was dangerous, for fear of getting lost and perishing in the cold, and in the spring it was dangerous on account of the high waters, and many are the hardships related by the early settlers. In the spring of the year, before the high waters would subside, the scanty stock of provisions would frequently be expended, and families were reduced to the most straightened circumstances.

North Coon river enters Greene county on the west side, eight miles south of the north-west corner of the county, and flows east and north for about three miles, and then in a south-easterly direction to the south-east corner of the county. Taking the meanderings of the river, its length in Greene county is about 40 miles. It is a rapid flowing stream of clear water with gravelly bottom, good timber along its banks, and affords an abundance of water power for all kinds of manufacturing purposes. There is a high range of bluffs on each side of the river from 50 to 75 feet in hight, through the county, in a few places reaching the river; but as a general thing are from a half to one and a half miles distant. The timber along its banks is from one-half to two miles in width, and consists of oak, ash, elm, maple, hard and soft, cottonwood, hickory, walnut, butternut, cherry, elm, basswood, hackberry, &c.

Cedar creek enters the county from the north, flows south

and empties into the North Coon river. There is good timber along its banks about half a mile in width.

Hardin's creek and Butrick's creek both run in a southerly direction and fall into North Coon. There is plenty of timber along the valleys of these streams.

In the county there is one flouring mill, and one in process of erection, near Jefferson, four water and five steam saw mills. The amount of lumber manufactured at these mills during the past year is about 4,500,000 feet. The amount imported from Clinton and Chicago during the past year is about 2,500,000 feet.

The soil is a rich black loam, composed of vegetable deposits, from two to eight feet in depth, with clay subsoil. It produces wheat, corn, oats, rye, barley, buckwheat, sorghum, potatoes, flax, and in fact all the grains and vegetables common to the northern states, in great abundance, and with but little labor.

But little attention has been paid to the raising of fruit, but so far as tried, apples do well, and peaches have been raised in the county. It is believed that apples, pears, plums, cherries and the smaller fruits can be produced in the greatest abundance along the streams. The tame grape yields well where tried, and in fact, no county can beat it.

The educational facilities are good. There are twenty-six school-houses in the county and schools are taught in them from six to nine months in the year.

There is about 20,000 acres of timber in the county, of good quality. Prices of timber land range from $15 to $40 per acre, according to the distance from Jefferson and the railroad.

The number of acres of prairie is 348,640 acres, of which

10,548 are improved. These lands are as rich and productive as can be found anywhere in the Union. Prices of unimproved prairie land range from $2.50 to $20 per acre; at a distance of three to ten miles from timber, prairie land can be had at from $2 to $5 per acre. Improved lands rate from $10 to $30 per acre.

There is a large ledge of rock in the banks of the North Coon river, about six or seven miles above Jefferson. Good building stone is found two miles south of Rippey, along the river. The cobble-stone, "nigger heads" and boulders are found in various parts of the county.

Coal is found in considerable quantities in the south part of the county, on Coon river—and there are indications of it in many other parts. Greene county is in the coal field, and it is thought there is an abundance of coal underlying it, but we are not able to tell the depth. There has been but little effort to find it.

There is a considerable quantity of peat in various parts of the county, and in sufficient quantity to insure its being used as fuel when the country becomes more populous.

Perhaps no county in the Union gives the farmer greater reward for his labor than Greene county. For ages the annual crops of grass, untouched by the scythe, and but partially kept down by herbivorous animals, have accumulated organic matter on the surface of the soil to such an extent, that even a long succession of exhausting crops will not materially impoverish it. The Chicago & North-Western Railway passes through the county from east to west, dividing it equally north and south; extends from Chicago to Council Bluffs and there connects with the Union Pacific Railroad; also crosses the Mississippi river and terminates at the Mis-

souri river, giving the farmer the advantage of an eastern and western, and also of a northern and southern market for his products.

East of Greene county eleven and twelve miles are the finest coal beds in the state, on the Des Moines river, and only about one day's drive from any point in the county. In the southern part are fine coal beds, where the farmer can obtain fuel at reasonable rates. Lumber for building and fencing can be obtained on the railroad at from $30 to $70 per thousand. Native lumber can be had at from $25 to $30 per thousand. The health of the county is excellent. Perhaps the only objection that can be urged to it is the scarcity of timber; but this objection is obviated by the railroad bringing in lumber in great abundance, from the great timber regions of the North and East, and it is sold so that the farmer can improve his farm much cheaper and better than he could in the older and timbered states of the East; besides the soil is much easier tilled and a great deal more productive.

Timber is easily raised. By planting a few acres of timber, a person can in ten or twelve years have all he needs. Good drinking water can be obtained at any place in the county by digging. The average depth of wells is from 10 to 20 feet. There are several fine springs in the county and a number of small streams of living water. All that Greene county now needs is 5,000 or 6,000 good industrious farmers to make it one of the most beautiful and productive counties of the state.

Ascending almost imperceptibly, but with reasonable speed, the eastern acclivity, we leave Scranton and Glidden in the rear, and in fifty-three miles from Boone station or Montana,

arrive at CARROLL, the seat of justice for Carroll county. This is a new town, handsomely located on the railroad, not very far from the geographical center of the state, north and south. It has borne the blushing honors of a county seat but a few months, but bears them well. Some three hundred people make up the population of the brisk, wide-awake and hopeful shire. A commodious school-house, costing about $9,000, has already been erected. It is astonishing with what pertinacity the descendant of the puritans sticks to the traditions of his fathers. Wherever he goes, in whatever clime he may dwell, whatever skies above him, in poverty or in prosperity the school-house and the church are the first objects of his attention. For his children, he prefers education and a high moral culture before money; and for himself, he is ready to sacrifice all proper means for the accomplishment of the desired end. Hence it is that we see all through the West where the Anglo-Saxon possesses his home in peace, whether in country or in town, these tidy structures known as the colleges of the poor man, and see glittering spires pointing like the finger of hope to heaven. So is it here in Carroll; the temple and the school-house rise together, and with never failing faith the fruits of both are looked for in the virtue and intelligence of the rising community. These sagacious people know, for so have they been taught and such is their experience, that every dollar expended in these instruments and accessories of civilization is quadrupled in the enhanced value of their property. Thus it is that piety and learning, with all their blessings, are secured without cost, and liberality becomes a profitable speculation stamped with a divine benediction. Most of the various branches of business of the country are represented here.

The old county seat of CARROLLTON is about ten miles south-east of Carroll. It has a good farming country around it, but is not probably destined to reach a large growth.

COON RAPIDS is a small town eighteen miles south-east from Carroll. It contains a good flouring mill and a saw mill.

Carroll county, in 1867, contained but six hundred and eighty-eight people. The tide of immigration pouring in has probably doubled the number in the past year. It contains over three hundred and sixty-eight thousand acres of splendid land, well watered, and adapted, in every particular, to successful and profitable cultivation. For grain culture or rearing stock it is one of the best counties on the line of the railroad, or indeed in the state. There is only one objection to the locality. It cannot be denied that timber is scarce, there being but about ten thousand acres in the county. Groves of forest trees are being planted which thrive exceedingly well. Each settler very properly conceives it to be his first duty to protect his prairie residence from the driving storms of winter by a wind-break of timber, and this process is fast diversifying the face of the country with beautiful and valuable groves. Lands can now be bought very cheap in Carroll county, but it is easy to foretell that this golden opportunity will not last long. Muscle and money, both of which are setting in this direction, will soon place this among the most desirable and wealthiest portions of Iowa. J. E. Griffith, Esq., real estate agent and attorney at law; Elwood & Deal, real estate agents, or Gilley & Wilkinson, bankers and land agents, whose cards appear elsewhere, will at any time give full and satisfactory information in relation to all matters of interest connected with the county. Charles Bofink has for sale, at wholesale or retail, all kinds of building or fencing lumber.

All the necessaries, conveniences, and most of the luxuries of life are procurable at Carroll city.

From Carroll up—up, the rolling prairie, covered with luxuriant and waving verdure, six miles to East Side station, thence onward to Tip Top, the summit level between the two great rivers. The view is grand—magnificent; rolling, swelling in gentle undulations, the face of the country looks as though it had just been crystallized from the surges of "old ocean." Now down the Missouri slope! The change is magical. The streams have changed their direction, and each ripple seems to be an echo of "Westward, ho!" Descending, we pass West Side, get a glimpse of the East Boyer, leave Vail behind, and reach Denison, the beautiful seat of justice of Crawford county, sitting queenlike on an eminence between the East and Main Boyer, near their junction, four hundred and twenty-three miles from Chicago. Denison overlooks a delightful valley, through whose leafy groves the Boyer meanders for miles and miles away. The long trains of cars go "marching on," under a receding cloud of smoke by day and radiant with fiery coruscations by night, animating the scene, and making prophecy of the "good time coming," when the hills, and dales, and valleys shall be covered by an industrious and happy yeomanry, and plenty will fill the garner, while peace possesses the soul of the recipient of ten thousand bounties! The town is chiefly settled by immigrants from glorious New England, which has sent out her millions of social and industrious missionaries, flanked on the one side by the pulpit, and on the other by the school-house. That temple of the chivalry, the saloon with its poisoned shrine, is not here.

The population of Denison is not large. It is a new town, and numbers not much over three hundred people. Towns

must have a beginning. New York once had less inhabitants than Denison counts to-day. Early Dutch governors, with their quaintly clad but well deported families, in olden times, picked blackberries in Wall street, or gathered hazel-nuts in Broadway! Many a dreamy urchin of Manhattan has sought his truant cows where now winds the busy mart of Pearl street, and has played ball in the vacant spaces around the churchyard of Trinity. Buxom damsels, from the household of Werter Van Twiller, have tripped gaily in moonlight promenade through the winding paths of Maiden Lane, and even the courtly Stuyvesants gave substantial and merry dinners to the *elite*, in summer time, at their country house below the "Union Square" of to-day. The pleasant resorts of Flora McFlimsy, in Madison Square, were once in the deep forests of New Amsterdam, and the shoddydom of Fifth avenue was at best but a cornfield or a cabbage patch. So we come back to the proposition—towns must have a beginning.

The business of the place is represented by three dry goods and grocery stores, one hardware store, one furniture store, one drug store, two saddle and harness shops, two boot and shoe shops, two hotels, one blacksmith shop, one wagon shop, one saw mill and one flouring mill. One physician and two lawyers, all highly ornamental but not extremely useful, grace the town. Artisans and workers of all kinds are needed and will be warmly greeted. There is considerable water power yet unimproved. Here the railroad makes an elbow and runs south-westerly to the Missouri Valley, and to Council Bluffs, sixty-seven miles away. A large breadth of territory can easily be made tributary to this locality. The fecund prairie awaits the plow, from whose furrows shall spring plenty. The pleasant groves invite settlers to joyous homes,

and all together give promise of the coveted advantages of a highly civilized condition. Several railroad connections are anticipated here.

The future of Denison is regarded with much interest by shrewd business men and persons seeking homes and fortunes. Strangers desiring to satisfy themselves in relation to it, will receive the most gentlemanly attention from the founder of the town, Mr. J. W. Denison, on the spot, or by applying to Morris McHenry & Co., dealers in real estate there.

Crawford county is threaded with rivers and branches with their rich valleys. The Boyer runs south-westerly through the county, diagonally; East Boyer flows into the main stream a short distance from Denison. The eastern sections are watered by the Otter, the Paradise and the Nishnabotany, while the Middle and East Soldier meander in the western part of the county. Along all of these streams are found fine farming lands, interspersed with timber aggregating about eight thousand acres. Some of the uplands are rough, but much the largest portion of the county is susceptible of easy cultivation, and is very healthy. The Chicago & North-Western Railway, the great artery of central Iowa, enters the county at a point nearly due west from Chicago, and at the center turns sharply to the left and winds down the valley of the Boyer on its way to the Missouri and the Rocky mountains.

The population of this county is not far from two thousand, a circumstance, perhaps, favorable to those who are in pursuit of cheap lands that are sure immediately to rise in value. Immigration is flowing in quite rapidly. There are some fifteen organized school districts and as many school-houses, with a disposition to build more as they are needed.

Besides Denison, there are three railroad stations, viz: West Side, Vail and Crawford, all of which promise to become towns of some importance at no very distant day. There are also several other young towns in the county of more or less pretention. These are Deloit, seven miles above Denison, with two flouring and two saw mills, two stores, several mechanics' shops and a brick school-house; Swedeboy, four miles above Deloit, with a steady and industrious class of citizens who are already arranging for a meeting and a school-house; Bakertown, six miles from the county seat, and Charter Oak, sixteen miles west of Denison, where the American Emigrant Company have commenced a very promising settlement, and have some fifteen thousand acres of first class farming lands for building up the town. These lands are selling for from three to five dollars per acre, on long time to actual settlers, thus giving persons of very moderate means opportunities to secure homes. This town is located on the west bank of East Soldier river, and on the direct road from Denison to Onawa, and is about equi-distant from Dunlap on the Boyer and Mapleton on the Maple.

Crawford is ten miles from Denison, and eight miles further on is the new town of Dunlap, in Harrison county. It is only about one year since this town was commenced, and it has now a population verging on one thousand and its growth is unabated. The railroad company have erected here a fine round-house and other necessary structures, including a commodious and well arranged dining-house and hotel where sumptuous fare is served by Mr. Alex. Crow, the proprietor.

Dunlap is beautifully located in the famed valley of the Boyer, the fertility and picturesqueness of which are beyond description. It is flanked on one hand by bluff-like eminences,

and the rich prairie on the other stretches away as far as the eye can reach. Here is, unquestionably, to be an important seat of trade, and it is already known to be a desirable place for residence. The town is very healthy. There is only one doctor and he has grown weazen faced and terribly attenuated from absolute starvation. It is a peaceable place, no lawyer having, so far, poked his ugly visage into its quiet precincts. It is a moral place. Only two churches have been organized, the Congregational and the Methodist. There is a good district school. Most branches of business are represented here. Building is progressing and new inhabitants are constantly coming in. The population consists mostly of eastern people, many of whom are from the ancient commonwealth of Connecticut. Dunlap has fine prospects. The real estate business is ably conducted here by J. L. Roberts, Esq., who has farms and village property for sale.

Ten miles south-westerly from Dunlap, WOODBINE graces the rolling prairie. It is a place of some four hundred people and does a thriving business. The surrounding country is excellent and large quantities of grain and other produce find a market here. It has a rural appearance, and is very sightly and healthy. The soil in the neighborhood is very superior, and, as prices of land are low, settlers are coming in rapidly. Town and country increase in about the same ratio, and either are quite desirable for a place of residence. The grain trade here is large. B. C. Adams & Co. and W. A. Jones deal extensively in farming implements and machinery, and purchase produce of all kinds. It is a good market town and the stores are well filled with merchandise. At the "Woodbine Hotel," kept by G. W. Pugsley, the traveler will find himself pleasantly entertained.

Down the Boyer valley, ten miles from Woodbine, is located the growing town of LOGAN, which is beautifully situated on the second bottom about forty rods from the Boyer river, and six miles south of Magnolia, the county seat. It was laid out in June, 1867, and has now about two hundred people. There are three dry goods and one drug stores, two hotels and a blacksmith shop, a flouring and saw mill. There is a good limestone quarry at this point, in and along the river. The mills are built on rock and the dam is of stone. There is a large spring at this point. T. M. C. Logan deals in agricultural implements, lumber and grain; Kelley Bros. keep a fine drug store; Brady & McCurley deal largely in grain, and William Orr is a cattle broker and turns his attention to blooded stock of all descriptions. A daily hack runs from Logan to Magnolia, the county seat, six miles north.

MAGNOLIA was located as the seat of justice for Harrison county in March, 1853, and is on a high, rolling prairie, near the center of the county, six miles from the Chicago & North-Western and ten miles from the Sioux City & Pacific Railroad. It has now about five hundred inhabitants, and does a large trade. It contains three dry goods and grocery stores, two drug and book stores, two stove and tinware stores, two boot and shoe stores, is well supplied with mechanics, has two lawyers, three doctors, a newspaper and printing office, four land agents and a good hotel. There are five church organizations and four meeting-houses.

The present court-house is a two story frame, thirty by forty feet. Court room on second floor, neatly finished. County officers on the first floor. It was erected in 1855.

There is a neat one story frame school-house, thirty-six by forty-six feet, nicely finished and conveniently seated with

the most improved seats and desks, for one hundred scholars. The citizens employ the best of teachers. A Miss Hillis, a graduate of Grinnell College, has recently opened a select school for both sexes.

Raymond's Hotel is a good place for the stranger to refresh himself, and the hack line of Geo. R. Brainard makes daily and close connection with the cars at Logan.

Harrison county is in the fourth tier of counties north from the south line of Iowa, is bounded on the west by the Missouri river, on the north by Monona county, on the east by Crawford, and on the south by Pottawattamie county, and was organized in 1853.

The soil on the uplands is of a black porous nature, and is the same for the depth of sixty feet, or to water below the surface. It is said that dirt taken out of wells sixty feet deep seems to produce as well as that on the surface. The total number of acres is estimated at 437,120, of which between 80,000 and 100,000 is timber; 145,373 acres bottom lands, of which 36,343 acres overflow. The uplands are broken or rolling, but all, or nearly all susceptible of the highest state of cultivation. Improved lands are worth from $15 to $30 per acre; unimproved bottom lands, from $10 to $20; uplands, prairie, first class, from $5 to $10; second class, from $4 to $7; third class, broken, from $2 to $5; timber, hard wood in the hills, $20; cottonwood, from $30 to $50 per acre.

There are numerous fine springs of pure water in various portions of the county, and the most beautiful pebbly brooks flow from them of the clearest and best of water.

There are five flouring mills, four of which run by water. They manufacture about 150,000 bushels of grain annually, into flour and meal. There are also thirteen steam and two

water saw mills, which cut about twenty-five million feet of lumber yearly.

There is more timber in Harrison county than in any other county on the slope. There is a good deal of hard wood timber in the bluffs. There must be near 100,000 acres of timber in the county. There are three ledges of limestone in the county. One quarry is near the village of Logan. The mill-dam across the Boyer is built out of this stone. Orchards are being set out in abundance. Apples, pears, quinces and grapes grow large and nice. Some peaches have been raised. In the bottom lands the finest quality of wild grapes are found in great abundance.

Ten miles from Logan is the new town of MISSOURI VALLEY, a place of some trade, but at present chiefly important from the fact that here is the junction of the Sioux City & Pacific road with the Chicago & North-Western. The town is situated at a point where the Boyer valley is merged with the Missouri bottom, and hence has a country contiguous of extraordinary worth. It is not too much to predict a prosperous future for this place. Western enterprise is at work, and will soon be followed by its usual happy results. The firm of McBride & Birchard, wholesale and retail druggists, is among the most reliable. These gentlemen have a branch store at New Jefferson. P. D. Mickel, Esq., is a lawyer, and is entirely conversant with the landed interest of the town and county. Missouri Valley is frequently confounded with St. Johns. The latter town is on the Boyer, two miles east of the junction.

An account of the Sioux City & Pacific Railroad, with its peculiarities, towns and the country through which it runs, is given at some length, elsewhere in this work.

Winding down the valley of the Missouri and along in the shadow of high bluffs, in a direction nearly south, for twenty miles, the widely and favorably known city of COUNCIL BLUFFS is reached. It is some three or four miles from the river and nestles quietly and romantically at the base of, and among the hills which give name to the place. The Council Bluffs are so called from the fact that, according to Indian tradition, for many ages these hills formed a neutral ground where warlike tribes met for council and to form treaties offensive and defensive. The exact spot where these meetings were held is not now definitely known, though Mr. Sarpil, an Indian trader, well acquainted with the language and conversant with aboriginal traditions, is of the opinion that the hills in the neighborhood of the city of Council Bluffs mark the locality.

The history of the city of Council Bluffs is chequered by extraordinary vicissitudes. It was first settled by the fugitive Mormons who had then recently been driven from Nauvoo, Illinois, and was known as Kanesville. A post office by this name was instituted, and Kanesville became a noted frontier town. Here gathered the whole Mormon tribe, including dupes, scoundrels and incarnate devils. Joseph Smith, the head impostor, had been assassinated, Nauvoo evacuated, and the peregrinating saints here gathered for the purpose of making a final flight to the fastnesses of the Rocky mountains. They came not by hundreds but by thousands. Ignorant, debased, filthy, disgusting, they gathered in herds, like cattle, or sought refuge, warmth and animal comfort in holes and caves, excavated in the earth. Covered with vermin, rotten with disease, and loathsome in every respect, here they rather hybernated than lived until the seething mass of living putrid-

ity in May, 1848, struck out for their final home in the Salt Lake Valley. The Mormons made some improvements, though none which have not already been wiped out. In 1853, the new town of Council Bluffs was surveyed and laid out, and Kanesville and the Mormons were remitted to oblivion and Salt Lake City. When the gold discoveries of California burst upon the world, and extraordinary immigration commenced to flow westward, across the plains, Council Bluffs was in the direct road, and soon became the favorite outfitting and starting point. Thus trade, thrift and speculation were very suddenly inaugurated, and prominence was easily attained. It was the outpost of civilized life. All beyond to the Golden Gate was a dreary waste of plain or an almost insurmountable barrier of mountains. The immigrant and the adventurer rested a day or two at Council Bluffs and then, excited and fevered, crossed the Missouri and plunged into the unknown beyond, to encounter hardships, dangers or death in the pursuit of sudden wealth. To-day thousands threaded the busy streets of the frontier town ; to-morrow solitude awaited the sound of incoming footsteps.

Council Bluffs is favorably located, not only in a business view, but as a converging point for numerous railroads seeking connection with the great pioneer line to the Pacific. The Union Pacific Railroad starts from the eastern bank of the Missouri, which is the western boundary of the city as it is laid out. Hither have already been completed the Chicago & North-Western and the Council Bluffs & St. Joseph roads, the former connecting with Chicago, and the latter with St. Louis. The Sioux City & Pacific road, by its connection with the North-Western, at Missouri Valley, also tends to the same point and gives a close connection with the great packet line

on the Upper Missouri, from Sioux City. The Burlington & Missouri River road will soon be completed, and will by its connections form another grand trunk line to Chicago. The Chicago, Rock Island & Pacific road is nearly constructed to Council Bluffs, and will, before many months, constitute still another great thoroughfare from Lake Michigan to the Missouri. The American Central, to be composed chiefly of eastern roads already built and some contemplated new ones, will, ere long, form a direct through connection with the seaboard. In addition to those already mentioned, other roads and routes are spoken of as likely to be opened before the lapse of many years. In view of this concentration of railroad interests at this point, preparations have already been commenced for transfer grounds and depots which, when completed, will be far superior to any now known in the country, or in the world. It is expected that here much of the western bound commerce and travel across the continent will concentrate, and that here, also, the trade of the Indies and of the Pacific coast will be largely distributed. If these anticipations are realized, the future of the city is destined to be extremely brilliant.

Council Bluffs is very pleasantly located, is handsomely laid out and has "ample room and verge enough" for the settlement of many thousands of people. The present population is the subject of various estimates, but is not definitely known; it is probably, however, over seven thousand. The settled portion of the city is built near and under shelter of the bluffs. It has many very imposing business blocks and private residences. There are several fine churches and a court-house of large dimensions, and which is substantially built and artistically arranged and decorated. The legitimate

business interests are in a flourishing condition. Quite a large wholesale trade centers here. The want of manufacturing establishments is already felt and has been to some extent supplied, though a fine field is still open for capital and enterprise, in this branch of industry. There is one national bank and two private banking houses. The schools afford abundant facilities for the education of children and youths and are well conducted. The country on the north, east and west is noted for its excellence, and immigration is flowing in with great rapidity. As a whole, Council Bluffs presents many attractions which cannot fail to arrest the attention of those seeking permanent and pleasant homes in the west.

Pottawattamie county, of which Council Bluffs is the capital, contains nine hundred and sixty square miles, or over six hundred and fourteen thousand acres of land. In point of territorial limits it exceeds any other county in the state. Its superior business advantages are fully equaled by its agricultural capabilities. For the most part, the soil is unsurpassed in fertility. In addition to the numerous fine springs and rivulets the county is watered by the Boyer, Willow, Big Pigeon, and the East and West Nishnabotany rivers, and Mosquito, Keg, Silver and other creeks. Some of these streams afford valuable water power, and their rich and picturesque valleys invite settlers to cheap, healthy and fruitful homes. Perhaps no portion of the state is more desirable. The following census returns for the years indicated show the variety of fortunes through which this county has passed:

1849	pop.	6,552	1854	pop.	3,060	1863	pop.	4,737
1850	"	7,828	1856	"	3,498	1865	"	5,388
1851	"	5,758	1859	"	5,012	1867	"	8,733
1852	"	5,057	1860	"	4,968			

In point of population, Pottawattamie county has stood in reference to the other counties in the state, at the periods mentioned, as follows: In

1849	it was	8th	1854	it was	33d	1860	it was	47th
1850	"	8th	1856	"	44th	1863	"	47th
1851	"	16th	1859	"	43d	1865	"	50th
1852	"	21st						

and in 1867 it was the 43d.

The foregoing figures, and the facts which they disclose, are not, by any means, to be taken to the detriment of the county to which they refer. The Mormon ingress and departure account for much of the inequalities of population; besides, it must be remembered that Council Bluffs has for many years been the resting place of that ebbing and flowing tide which has kept the plains so full of outgoing and incoming adventurers. The truth is—and it may as well be stated—that the advantages of Pottawattamie county, Iowa, have not, heretofore, been appreciated. The sparse population indicates that the advantages of the situation have not been fully understood by those seeking homes and fortunes in the west.

Any one may see that lands here, in proportion to their true value, are unaccountably neglected. A few years will disclose the fact that the county is a very desirable locality, and its fifty thousand inhabitants will prove this prophesy correct. In relation to other portions of Iowa, bargains are here to be met with of extraordinary value to incomers. Pottawattamie county, unshorn of its present dimensions, must soon be the most important of Iowa's fruitful sections.

Cass county is immediately east, and when the railroads, now in course of construction, are completed, will find a sure and never-failing market at Council Bluffs. All that has or

can be said commendatory of Pottawattamie is true of Cass. The remarks in relation to the celebrated Nishnabotany valleys apply with full force to those productive lands which stretch across, in a diagonal direction, the county of Cass. In fact, for an hundred miles in all directions, except to the west, a splendid but partially developed country, is ready to become tributary to Council Bluffs, which is really the starting point to the gold bearing mountains and the great Pacific slope. It may here be profitably remarked that position does not make cities, and that those who quietly await a special interposition of providence to make them rich are usually disappointed. At Council Bluffs the inquirer may gain much useful information of J. M. Palmer, Bloomer & Edmonson, and N. P. Dodge. Dr. S. M. Ballard, an old resident of Iowa, is capable of giving good counsel, he having surveyed the greater portion of Western Iowa, and of consequence, being acquainted with almost every section of land there. These gentlemen can all be found at Council Bluffs.

VII.

FROM THE MISSOURI RIVER TO THE MOUNTAINS.

The Missouri is one of the longest, in some respects the most valuable, and in other regards the most worthless, of American rivers. It is navigable from its confluence with the Mississippi, near St. Louis, northward, over three thousand miles, to Fort Benton. It is distinguished for its tortuous windings, its shifting channels and its treacherous sands. Its current is generally rapid and deep, with frequent and dangerous shoals. The water at all stages is freighted with mountain soils and dissolved alluvion to such an extent as to give it a constantly turbid appearance. Hence, the popular name of "Old Muddy," generally applied to it by frontier people and river men; and the Indian name which signifies "Mud River." Navigation usually commences on the Missouri in April and continues until December. The mountain rise or freshet, occasioned by the melting of snow near the head waters, occurs in June or July. At this time the banks are full, the current rapid, and large areas of low bottoms are overflowed. Navigation at such times is almost entirely experimental and attended with great risk. The channel of to-day may be a sand-bar to-morrow, and the skill of the most

experienced pilot is merged in uncertainty and conjecture. As the season advances the water subsides, until only boats of very light draft can pick their way through the shoals and follow the thread-like channels. With the fall rains comes a larger river, when navigation is easy, safe and profitable.

At its mouth the Missouri is over half a mile wide, and in many places it is much wider. The area which this river drains is estimated at 519,400 square miles. About four hundred miles from its source it passes through a narrow gorge denominated the "Gates of the Rocky Mountains." These "gates" are nearly six miles in length, and the perpendicular walls of rock, which rise directly from the water to the extraordinary hight of twelve hundred feet, are only four hundred and fifty feet apart. For three miles only one spot is presented where a foothold can be obtained between the rocks and the water. The great falls are about one hundred and forty-five miles below the "gates." They are the grandest on the North American continent, except Niagara, and consist of four cataracts, respectively of nineteen, twenty-six, forty-seven, and eighty-seven feet perpendicular descent, separated by rapids. The whole fall, in a little over sixteen miles, is three hundred and fifty-seven feet.

The Missouri loses its name at its confluence with the Mississippi. This, however, is an arbitrary and unjust application of geographical nomenclature. Where the two rivers meet the Missouri is much the largest, and, by right of pre-eminence, is entitled to the name. The vantage-ground carried by usurpation is seldom reclaimed, and henceforward the Missouri, for all time, must flow to the Gulf as a tributary of her minor sister, the Mississippi.

From Iowa, the river is now crossed by ferry boats. The

accommodation is ample and little delay is occasioned. A great bridge is to be built. The contract for this is already let by the Union Pacific Railroad. When completed, the structure will be, by all means, the most perfect, the most substantial, and probably the most expensive of any bridge in America. The shifting sands of the river render it vain to predicate to-day where the channel will be to-morrow. Hence, it is useless to build a draw for the accommodation of shipping. A high bridge is, therefore, to be constructed, with a sufficient elevation to permit the largest steamers to pass, even at the highest stages of the water. The utmost attention has been paid to this gigantic work, and engineering skill of the highest order has been evoked. The questions of importance to be solved were railroad utility, safety, permanency, and non-obstruction to the navigation of the river. The conclusions arrived at have been crystallized into the following plan: The approach from the east side is seventeen hundred feet, by means of trestle work, from one foot to fifty feet in hight. From the west side the approach is about eight hundred feet. The main bridge is to be composed of ten spans of two hundred and fifty feet each, or twenty-five hundred feet in all. The elevation above high water is sixty feet. Each span is to be supported at either end by pneumatic spiles of iron, eight feet six inches in diameter, in sections half an inch thick. The spiles are to go down to and rest on the bed rock, and vary in length from sixteen to seventy feet. The eastern end is to reach far up the bottom of the Missouri towards Council Bluffs, where the transfer grounds are to be situated, and where trains will be made up for the Pacific coast, and where distributions will be made of the great occidental trade for the Atlantic cities and Europe. The western terminus of the

bridge will be on a beautiful plateau of land, in Omaha, called "Train's Table." On this table a magnificent depot is to be erected, surpassing in extent and convenience anything of the kind hitherto undertaken. Here, upon the banks of the Missouri, which but a few years ago were supposed to be the eastern boundary of an almost impassable desert country, the wealth of the Indies will meet the flowing riches of the Orient, and the commerce of the uttermost parts of the earth will find exchange. Welded into one, the cities of Omaha and Council Bluffs will become a mart of traffic such as the world has seldom seen. What a change from the time when the Indian warwhoop awakened the slumbering echoes of these valleys and plains!

The Missouri river is likely to become the base of operations of the several railroads which will eventually cross the continent, and somewhere in or near its valley, the national capital will undoubtedly be finally established. The political center of the land is fast tending in this direction, and sooner or later, the West will demand that recognition to which her political and material potency will justly entitle her. That little malarious patch of ground on the Potomac, to which patriots and politicians are annually banished, will be allowed to revert to its original solitude, and a live city in the great West will be built which, while it does honor to the name of Columbus or Washington, shall, like Rome, be the seat of Empire for the World! Out from this throbbing heart shall run a thousand arteries of trade, and hither shall converge those sensitive political nerves which ramify every part and parcel of the most free and highly developed country in the world.

Transfer of passengers from the east to the west side of

the Missouri is now made by means of omnibuses. The delay is not great, but the annoyance is sometimes considerable. Once across, with his feet planted upon the soil of Nebraska, the traveler begins to realize that, if not in, he at least approaches the great West. The two great rivers of North America are between him and the lakes. New York is more than thirteen and Chicago five hundred miles behind; in front stretch the forestless plains to where, five hundred miles away, rise the Rocky mountains in massive grandeur. Westward, evidences of civilized life are imperfect and intermittent to where the golden sands of California are washed by the placid waters of the Pacific.

Nebraska is a new state, her advent into the Union dating no further back than 1866; yet the virgin soil within her wide borders, the mineral wealth which underlies a good portion of her surface, her central position and natural advantages for trade and manufactures, most persuasively invite immigrants to prosperous settlement and independent homes. The state has a frontage on the Missouri of more than three hundred miles, and is thus connected with the great system of navigable rivers flowing into the Gulf of Mexico. Her inland and non-navigable streams are numerous, including the Platte, the Elkhorn, the Loupe, and many others, which drain and water the state, and add to her other agricultural resources their extensive and fertile bottoms. The settled portions of the state have already demonstrated that, in point of general productiveness, Nebraska is entitled to a high rank among her sisters, and that, ere long, a large population will draw support from her broad acres. It is true that much of the western half of the state may require artificial irrigation to some extent, but the water can be easily obtained, and the

expense will be light. No part is deficient in those rich grasses, which retain much of their verdure and all their juices through the inclement seasons of the year, and give to the prairie and plain the appearance of immense lawns or parks. These grasses are highly prized by the experienced graziers, and must ever be a source of wealth to the state. Excellent Indian corn is raised with little cultivation, and wheat of a very superior quality grows luxuriantly. Indeed, this latter cereal has already taken a position in the market, unsurpassed if not unequaled by the wheat of any other state in the west. Timber is scarce, away from the river and creek bottoms; it is, however, easily cultivated, and the increasing facilities for transportation will soon afford abundant supplies from abroad at reasonable expense. The underlying beds of coal, when developed, will furnish cheap fuel at accessible points for all domestic and manufacturing purposes, and for an indefinite period. The climate of the state is healthy, and in many parts of the year quite delightful. Malarious diseases are little known, and ailments of the lungs, so fatal in many other places, are infrequent here. Millions of acres of good lands, in desirable locations, can still be entered at government prices, and comfortable homesteads be secured for almost nothing. The political institutions of Nebraska are fully equal, and in many respects superior, to those of any of the older states. Much interest is taken in the cause of popular instruction, and an excellent system of common schools will very soon secure to all the benefits of a good education. In 1860 the total population was 28,841, since which time no enumeration has been taken. For the last four or five years the influx of immigration has been very great. It is safe to say that, within the past year, half a mil-

lion acres of virgin soil have been broken by the plows of the settlers. These incoming sons of toil—these creators of wealth—even now, and soon to a much greater extent, will require all the necessaries and even luxuries known to civilized man. That thrift which ever follows labor, directed by intelligence, will insure that independence which forms the basis of cultivated communities. Hence, towns and cities will spring up requiring all kinds of mechanical skill and industry, and creating marts for trade and traffic which will concentrate capital and facilitate exchanges. Thus, opportunities will be offered to all manner of enterprise, and a thousand avenues to usefulness and fortune will be opened. This neophyte state will be resonant with the hum of human industry, in all its modifications and departments, while peace, prosperity and plenty shall reign supreme.

The United States Land offices are at Brownsville, Nebraska City, Omaha and Dakota.

The following are the state officers of Nebraska:

Governor, - - -	David Butler.
Secretary of State, -	Thomas P. Kennard.
Auditor of State, - -	John Gillespie.
Treasurer, - - -	Augustus Kountze.
Attorney for the State, -	Champion S. Chase.

That this new state has just entered upon a bright and glorious future there can be no doubt. Now the geographical, she will soon be the political center of the republic; rich in resources, and almost equi-distant from the two great oceans, she must, by force of inevitable laws, become the center of important commercial interests, with a naturally rich and entirely unexhausted soil, the gentle urgings of free labor will gather from her fecund bosom nourishment for the in-

coming millions, while skilled labor will fashion wonderful productions in a thousand ways, for innumerable uses.

Omaha is the chief city of Nebraska. It is the capital of Douglas county, the very name of which is suggestive of the great statesman, whose genius brought the territory, and finally the state into political being. No locality can present a more beautiful site for a town or large city. The front upon the Missouri is extensive, and back, the land is high, rolling, and very beautiful. The old state-house, situated on the height of ground, is a notable landmark, and can be seen for miles away. The streets are wide, airy, and with a gentle declivity towards the river, afford excellent means of drainage. The soil is not of the best, in its natural state, but it affords a fine foundation for the usual and indispensable improvements of a city. The main portion of the town is on a commanding hight, fully forty feet above the Missouri. The water obtained from wells is of excellent quality, it not only being pleasant to the taste, but quite healthy.

The population of Omaha is variously estimated. By some it is put as low as twelve thousand, while others, quite as well informed but more sanguine, declare eighteen thousand to be the inside limit. The happy mean might perhaps present the true figures. The city is truly metropolitan in appearance and, with an impudence peculiar to the West, the people already claim for their town the position and the name of the "young Chicago." Business is not concentrated upon one nor a few central streets, but occupies many, reaching in some directions to the suburbs and following the thoroughfares to the utmost limits. In the more central portions large blocks have been erected for the accommodation of trade which, in

internal arrangement and architectural appearance, would grace any city in the land. The trade is by no means confined to the limited wants of the city and immediate country, but reaches out across the plains and into the treasure-bearing mountains. The main portion of its traffic is done at wholesale. Stores and warehouses are crowded with immense stocks of all varieties of merchandise, where inland dealers can be supplied at a great saving of time, expense and risk over eastern markets. But enterprise has not exhausted itself in mercantile pursuits. The manufacturing interests have a growth and development truly astonishing for so young a place. In fact, nearly all branches of industry commonly prosecuted in American cities have here their representatives, and, although limited and insufficient, they are prosperous and productive. The legal and prospective terminus of the Union Pacific Railroad, it is true, is on the east bank of the Missouri, but practically, so far, it has been and for some time to come must be at Omaha. This, together with the work shops of the great corporation established there, has given a very extraordinary stimulus to the city. In some respects business may have been overdone, and excessive prices may have been asked and paid for unproductive property, but the general effect has been salutary and trade, industry and prices have recently settled down to legitimate channels and determinate standards. The demands of industry and enterprise have been answered by a remarkable influx of capital, so that it is doubtful if any place of its size in the West, surpasses Omaha in that material aid so essential to prosperous development. There are three National and several private banks here. The amount of deposits in two of the National

banks, as shown by recent reports, is extraordinary. In April last these deposits were as follows:

First National Bank, - - -	$1,719,974 45
Omaha National Bank, - - -	897,144 46

The third National institution has recently been established. Messrs. Caldwell, Hamilton & Co., one of the oldest banking houses in the state, do a heavy business and stand high in financial circles. The figures which we have given from official sources seem to indicate that the progress of Omaha is not of an ephemeral sort, but that it rests on a substantial basis, which nothing at present seen can shake or undermine.

Omaha has recently become the headquarters and base of supplies for the department of the Platte. Large and expensive barracks and buildings are now in course of construction for the accommodation of the service. This fact of itself gives the city a desirable prominence and adds greatly to its prospects of growth.

While Nebraska was a territory, the capital was at Omaha, and a State-House of imposing appearance was erected on Capitol Hill. Recently, the capital of the state has been removed to Lincoln, an inland town some fifty miles to the south-west. A railroad will soon connect the two places. The state offices still remain at Omaha, where also the Federal courts are held. The public buildings are unimportant. There is a good court-house and several creditable churches are already built and in course of construction. An effort has been made during the past summer to supply the city with gas, but the works are not completed. The hotels are numerous, generally well kept, and some of them are imposing without and luxurious within. Many of the private residences are monuments of good taste, and indicate the ample means

and high culture of their possessors, while a few rise to the dignity of palatial mansions of the first class. Of these the most noticeable is the estate of Augustus Kountze, Esq., called Linden Hill. This suburban villa, with its surroundings, though lacking the maturity which age and culture will impart, is certainly a very delightful spot. The house stands upon an eminence far above the valley and the adjacent city. From this lofty position, the view is lovely beyond description. A panorama is presented, including Omaha, the city of Council Bluffs, the broad bottoms, covered with verdure and stretching far away, until they are lost in the hazy distance, and the Missouri river, whose silver-threaded channel is in view for more than fifteen miles, as it winds its way towards the Gulf. The distant hum of the busy city, the gliding steamers upon the river and the incoming and outgoing trains upon the railroads, lend unusual animation to the scene. Nature and art are blended into a harmonious whole which captivates the senses and delights the enlightened taste. The architect and the gardener seem to have caught inspiration from the scene, and to have modeled their creations with a view rather to illustrate than to beautify nature. Hence the chaste and subdued style of the mansion and its out-buildings; and hence the care which has been taken to preserve those towering forest trees, those shrubs and native flowers which crown the situation. Picturesque as one of those noble old fortresses, reared by feudal hands upon the banks of the Rhine; lovely and romantic as are those seats of elegance and ease, which nestle in the nooks and peep out from the verdure-covered hill-sides along the Hudson, Linden Hill is crystallized into a place of such exquisite beauty that it must be a joy forever.

The early history of Omaha presents but a reproduction of the inflations, speculations, disasters and discouragements which most of the cities of the West have experienced. Brought before its time into this breathing world, its growth was forced by unnatural stimulants until its constitution gave way and a general collapse ensued. The commencement of the Pacific Railroad, the opening of new avenues of approach from the eastward, and the gradual settlement of the adjacent country, imparted new life and vigor, gave present importance and glimpses of prospective greatness to the young city. Her present only is assured; her future is to be wrought out by a proper use of those advantages which surround her, and which enlightened enterprise may readily control.

The county of Douglas fronts on the Missouri, and is bounded on the west by the Platte. The county is not large and, until within a few years, has had a bad reputation for productiveness. It is now ascertained that its lands, though perhaps not as fertile as some of the richest portions of the West, yield abundant crops, and that few sections are more desirable for agricultural purposes. The surface is generally rolling, without being broken, and its many beautiful and healthy locations for building renders it a favorite place for a desirable class of settlers. Wheat, corn and potatoes are successfully raised, and the size and quality of garden vegetables supplied to Omaha, indicate a soil well adapted to horticultural husbandry. Fruit-raising is as yet an experiment about which little can be predicated with certainty; it is difficult, however, to discover any reason why apples, pears, grapes, and the smaller fruits may not be profitably cultivated. The population of the county was in 1860 only 4,328; at present it must considerably exceed twenty thousand. There is now a good

opportunity for selecting desirable farms here, at a low price, which, in a few years, will be very valuable.

Quite recently the traveler, after immense labor and preparation, regretfully cast a last, lingering look upon the Missouri and the bluffs beyond, and turned his footsteps toward the plains and the mountains to the westward. Plunging into the vast unknown, with all communication with the civilized world completely closed, he pursued his weary journey for weeks, sometimes for months, as little knowing the events of the busy world as though ejected from his native planet. It is so no longer. Luxuriously reclining in a palace car, he is now carried, at great speed, over one of the best railroads in the world, across river, plain and mountain. A thousand miles from Chicago, he takes his "ease in his inn," and, while he daintily sips his mocha or his wine, reads the news of the world, not an hour old! A week takes the hasty tourist to the mountains and returns him, refreshed and recuperated by vitalizing breezes, to the busy moil of the lake borders. Soon, less time will give him a view of the Golden Gate and the placid waters of the Pacific.

The depot and adjacent grounds at Omaha present a busy scene. The workshops of the Union Pacific Railroad send forth their smoke, and noise, and bustle, while a thousand artisans and other workers assert the dignity of their manhood and the nobility of free labor by the concurrent exercise of muscle and brains. There are no drones here. How can there be when locomotives, cars and all kinds of machinery are to be built, and ten thousand men are waiting, a thousand miles away for material and supplies with which to construct the great railroad of the age? The scene is a novelty, indeed, it is wonderful. Immigrants, tourists and adventurers,

mingle in the luxurious cars and are alike eager for the new fortunes and scenes which await them. The train moves out and on, not to large cities and towns, and the favorite haunts of men, but away from them. It glides along the valley, winds through ravines and mounts the hills until, in four miles, the Omaha summit is gained two hundred and twenty-three feet above the Missouri. Through a fine country the train speeds on, passing Pappillion (pronounced Papeo), twenty-nine miles, to Elkhorn. Shortly, Elkhorn river is crossed. To the left a belt of timber marks the course of the Platte, and on the other hand the channel of the Elkhorn presents a similar indication. Near Valley station the clear, rapid waters of the Platte appear. Thus far the country is rolling, but naturally fertile. The road now strikes into the valley of the Platte, denominated by some the garden spot of America. This famous bottom, hundreds of miles in length, ranges from eight to fifteen miles in width, while the soil, composed of a dark, vegetable mould, is from three to ten feet in depth, and virtually inexhaustible. Forty-six and a half miles from Omaha is the town of Fremont, in Dodge county. Of the original inland "paper towns" of Nebraska, this is the only one which was not called a city, and it is larger now than all the others put together.

Fremont was laid out in August, 1856, by a company of actual settlers, who immediately and in earnest commenced substantial improvements. The bright hopes of the pioneers were however, not speedily realized, for the financial crash of the following year drove many back to the East, and effectually crippled the enterprise of those who remained. The discovery of gold mines in Colorado, at or near Pike's Peak, induced a flood of immigration in 1858 and the following

year, and re-instated the prosperity of the infant town. From that time onward, Fremont has had a steady and healthy growth, until the population numbers over fifteen hundred. During the past year, more than two hundred buildings have been erected, some of which are quite ornamental as well as useful to the town. The new hotel, built by Mr. W. H. Huftalen, and now just ready for occupancy, is probably the best public house between Omaha and California, and would be a credit to almost any place. Business of all kinds is very prosperous and is gradually increasing. Something of its extent may be gathered from the fact that there are now there, seven hotels and boarding houses, one banking house, six dry goods and grocery stores, three exclusively hardware stores, two boot and shoe stores, one tobacco store, two drug stores, three fruit and notion stores, three grocery stores, two millinery stores, one furniture store and a fair representiation of mechanical industries. There are also two lumber yards, two grain warehouses, a fine flouring mill and a well furnished livery stable. The *Fremont Tribune*, a weekly journal, is published by J. N. Hays. The religious organizations are Congregationalist, Episcopal, Methodist Episcopal and United Presbyterian. The Congregationalists and Episcopals have each a neat but not large church edifice. There is a free public school of two departments, and St. James' Hall, an Episcopal Seminary under the direction of Rev. O. C. Drake, is about to be opened.

Fremont enjoys a fine location in the valley of the Platte, flanked by the valley of the Elkhorn. Thus, a tributary country, of unusual fertility, stretches in every direction. The Union Pacific road crosses the southern border of the town. A well conducted eatinghouse furnishes supper to

passengers on the outgoing trains. The Sioux City & Pacific road is now nearly graded from De Soto, and will soon form a connection with the Union Pacific road here. The Sioux City & Pacific road may be practically regarded as an extension of the Chicago & North-Western from Missouri valley. There are two or three other companies organized for the purpose of building railroads north and south from Fremont. The result will probably be a road from Sioux City, by the way of Fremont, to Lincoln, the capital of the state. A company is also organized to bridge the Platte river at this point. The population consists, chiefly, of immigrants from New England, New York and Pennsylvania, and of a superior class of Germans, Danes and Irish. The fine business opportunities are here by no means exhausted. Good mechanics, in most branches, are especially needed.

The boundaries of Dodge county, of which Fremont is the seat of justice, were defined and fixed at the first session of the territorial legislature of Nebraska, in the winter of 1854–5, and the county was soon after organized. Its population is now between four and five thousand and is rapidly increasing. The quality of the land is most excellent. Wood is scarce, but can be obtained, for domestic purposes, at moderate cost. Crops grow luxuriantly, mature early and sell readily. The market is generally at the West. The price of land ranges from $2 50 to $100 per acre, the former for government lands and the latter for select locations, well improved, next to the county seat. There are from twenty-five to thirty thousand acres of government land in the county, subject to entry under pre-emption and homestead laws. Under the former, actual settlement for at least forty days, with improvements sufficient to show actual intent to occupy and cultivate, entitle

the pre-emptor to entry, by paying $2 50 per acre. Under the homestead law, actual and continued settlement for five years, and payment of about fifteen dollars in fees, entitle the applicant to eighty acres without further cost. The pre-emptor or the applicant for a homestead may be of any tongue, sex, color, clime or nation under heaven. Before these laws all men are equal and all women equal to men. No other nation in the world can show a plan of equal munificence, or offers such inducements to the honest, poor man, no matter whence he comes.

There are many inducements for settlement in Fremont and Dodge county. The county is healthy and easy of access; land is cheap and very productive; a ready market for all productions is at hand; and, in addition to all these advantages, society is already organized and the cherished concomitants of civilized life in older communities, are established.

Columbus is situated on the railroad, and near the southern verge of Platte county, forty-six miles west of Fremont. It has between three and four hundred people, is in the midst of the Platte valley and is, unquestionably, destined to become a town of note. The business is already considerable and is rapidly increasing. A railroad from Sioux City to this point is in anticipation and will probably be built before many years. There are several stores and good hotels. A large flouring mill has just been completed by an enterprising citizen, Mr. Hoffman.

Two hundred and ninety-one miles from Omaha the North Platte is crossed, by means of a bridge twenty-six hundred feet in length. This structure is not permanent, but is sufficient for present use. Ere long, it will be replaced by a substantial and expensive work. A few rods from the river

the traveler finds himself at the town of North Platte, an important railroad station, containing several hundred inhabitants. The railroad company has here erected large workshops, a roundhouse and an eatinghouse and hotel. The other buildings are not pretentious, but some of them are quite neat in appearance. North Platte was, for some months, in 1867, the practical terminus of the road and enjoyed a mushroom growth peculiar to places thus situated at the West. Trade was brisk, vice, in multifarious forms abounded, and anticipations were of the highest kind. Anon, the railroad reached Julesburg, eighty-six miles further on, and a general hegira commenced. One fine June day, the larger portion of North Platte was packed upon cars and, in a night, transported to Julesburg. Another day saw Julesburg completed. Hotels were ready for guests, wholesale stores for customers and haunts of vice for victims. Gamblers, thieves, prostitutes and assassins were engaged in a grand carnival of vice. Self respect and common decency were lost in the giddy whirl, and the very name of Julesburg became a "hissing and a byword" in the land. But here the itenerant city was doomed to unrest, and in less than six months it was transported, almost bodily, to Cheyenne, the magic city of the plains. At the present time the station house and a few straggling huts mark the spot where indescribable orgies were once enacted, and a few hundred dollars would buy the whole town where single lots, but a twelve-month ago, sold for thousands.

At the 104th parallel the boundary between Nebraska and Wyoming is passed.

Wyoming has only recently, by act of Congress, been erected into a territory. The greater portion of it was once a part of Dakota territory. It covers that immense expanse

of country lying between parallels 41° and 45° north latitude, and 104° and 111° longitude west from Greenwich, and has an area of one hundred and ten thousand square miles. It is therefore larger than Illinois and Iowa united.

The situation of Wyoming is extraordinary. It is the true water shed of the continent. From its lofty summits spring the waters of the Missouri, the Platte, the Columbia and the Colorado. The surface of the territory is extremely diversified, containing, as it does, all modifications of prairie, plain, valley and mountain. From this circumstance arises the fact that a variety of natural scenery is presented, unequaled, perhaps, in the world. The approach to the mountains, from the east, is so gradual that an altitude of more than five thousand feet above the surface of the Missouri river is almost imperceptibly gained. The scenery, thus far, is quiet, subdued and eminently rural. The immediate ascent of the mountain range called the Black Hills is abrupt and exceedingly grand. Rocks and peaks are piled in most fantastic shapes, bounding mountain plains and parks of wonderful beauty. In the distance, the eye rests upon what appears to be a city, with its temples and its towers, its palaces and its castellated defenses. Anon, a huge cathedral, with nave, and transept, and buttresses, and columns, bursts, like magic, upon the view, as if to assert the sublimity of nature and make ridiculous the highest achievements of art. Crumbling peaks and decaying buttes illustrate the silent, irrepressible and infinite processes by which the creative hand reduces and modifies all matter to the law of uses. In the distance, towers the snowy range whose white tops are alternately wrapped in mantles of misty blackness or glistening in the full blaze of sunlight. At Sherman, thirty miles west of Cheyenne, about five hundred

and fifty from the Missouri river and a thousand from Chicago, the practical summit between the two oceans is reached, at an altitude, above tide water, of 8,248 feet and this, strange to say, without meeting a single rod of maximum grade on the Union Pacific Railroad. Indeed, the wagon road, as it winds among the hills and reaches towards the top, encounters less obstructions and has an easier ascent than many of the turnpikes of the East.

The climate, so far as it has reference to health and comfort, is faultless. Neither the heat of summer, nor the cold of winter, is excessive. The rarified atmosphere causes the turbid blood of the invalid to flow in accelerated and healthful pulsations, while freedom from excessive moisture and sudden changes of temperature, renders consumption and all diseases of the lungs and throat almost impossible. Thousands have already attested the healing qualities of these mountain breezes, and there can be no doubt that, ere long, Wyoming will not only be the resort of the pleasure-seeker, but that invalids, in untold numbers, will seek the health-giving breezes which constantly play around her grand old mountain tops, and sweep down, through ravines and canons, to the grassy and salubrious plains.

But crags, and peaks and hills, with mountain parks and sloping plains, covered with Italian skies, are not the only material required for the upbuilding of a great state, or the sustenance of a large population. Italy and the Alps, long proverbial for beauty and health, with all their wealth of art and natural endowments, are peopled, to a great extent, by peasants, brigands and lazzaroni. The tourist and the invalid look for a few days upon the picture, inhale the pure air, drink the sweet waters, and are gone forever. Profitable in-

dustry, the substantial basis of private or public wealth and national importance, are wanting. So with Wyoming: if she has nothing within her limits to attract the settler, with his labor, his capital and his enterprise—nothing with which to build up great industries, and to found, foster and perfect a high toned civilization, it were better, perhaps, that she be allowed to revert to her original owners, the Indians, and be given over to barbarism and savage uses forever. Happily, however, it has already been demonstrated that the territory contains the elements of immense wealth, and presents industrial opportunities scarcely equalled on the continent. Let us see.

The foundation of all industries is agriculture. No people can be prosperous and independent without the capacity to produce their own food, to supply from their own soil and from their own workshops at least a large proportion of their necessaries. The inadequacy of the sterile hills of New England, aided by the few narrow valleys there, in this regard has been long apparent. From this circumstance have arisen the many oft-repeated, prolonged and earnest prayers which the manufacturers of that section have sent up to our national counsels for help in the way of so-called protection. The petition is one for bread only. So long as this request—augmented and intensified, year by year, as the barrenness of the soil increases—is answered, so long New England may, perhaps, hold her supremacy as a manufacturing district. The manifest reluctance of the North-west, however, has, within a few years, operated as a disturbing and destroying element, and already manufactories as well as men are emigrating westward. The material, the opportunities and the market are found to be in those fertile states,

where food is abundant and cheap. There producer and consumer, in harmony of interests, can make their exchanges with facility and economy, and receive all the benefits which flow from an untrammelled reciprocity. In view of these facts, it is proper to inquire as to the agricultural resources of Wyoming. Up to the present moment, few attempts at tillage have been made in the territory, so that we can gain little light from experience. In every instance, however, where crops adapted to the latitude and temperature have been cultivated, the result has been successful. The bottoms bordering on the streams are fertile, and, as a general thing, are sufficiently moist without artificial irrigation. In these soils, no doubt, not only grasses, but all the cereals and roots usually raised at the temperate zone, can be produced with unusual facility and in great perfection. Much of the country, however, is composed of plains, imperfectly watered and without timber. A large proportion of these plains are arable, and under a proper system of irrigation, will undoubtedly produce in abundance. Where water cannot be procured from the surface, wells have only to be sunk a few feet in depth. Irrigation is, for the most part, not only easy, but comparatively inexpensive. This mode of procuring water for the purpose has been successful in Utah, California and elsewhere. In short, there is no serious impediment to the production of food sufficient for a very large population, and at a cost little, if any, exceeding that of similar products in Illinois or Iowa. Be this as it may, there is one thing absolutely certain: Wyoming as a stock country has no superior anywhere. Abundant and wonderfully nutritious grasses abound on plain and valley, covering the earth as with a carpet, far away towards the tops of the mountain

ranges. The dry atmosphere, freedom from fall and early winter storms, the even and moderate temperature and abundant food combine to make the territory the paradise of domestic animals. Beef is fat, juicy and of exquisite flavor, and the mutton of the mountains is superior to any to be found in the low lands. Sheep thrive the year round, without artificial shelter, and with no food but grass, and the wool produced is said to be much better than is yielded by the same animals lower down the slope. The following letter from Mr. A. Street, who has been long acquainted with stock-feeding hereabouts, has been furnished by Dr. H. Latham, to whom it was addressed:

"From an experience of over twelve years in wintering stock on the plains, I am satisfied there is no country better adapted to the purpose than Wyoming and Colorado territories. I have wintered herds of my own and others in Wyoming repeatedly, and the per centage of loss is less than in wintering in the states on corn and hay. Here we feed nothing, but herd our stock on the dry grass. During the last winter I had charge of two thousand head of cattle belonging to Wells, Fargo & Co. These cattle were worked very hard during the summer and fall in transporting government supplies to the Powder river country, and many of them were not turned out until the first of January, and were so poor that they could scarcely travel to the herd grounds, some forty miles. They had nothing all winter but grass, not a mouthful of hay nor grain, and yet we lost only about thirty head out of the two thousand. Many of them were fat enough for beef in March and April, and by the first of May nearly all were in good working condition. From long experience, I am fully satisfied that the 'grainma,' or bunch grass

which abounds in this country, is far superior to any of the tame grasses of the states. Drying up in the fall without any rain upon it, it retains all its nutritious properties, and remains green at the root all winter."

The facts and opinions expressed in the foregoing note could be abundantly fortified by the experience of hundreds of other herdsmen and ranchmen. There can be no doubt of the general proposition that Wyoming is unsurpassed as a grazing country.

But the excellent agricultural character of the territory being conceded, it may be properly urged that no country exclusively rural in its pursuits can, from the nature of things, ever become densely populated. This is undoubtedly true, and it becomes proper to inquire what other facilities are offered for the absorption of labor, the employment of capital, and for useful production.

Of timber, in some portions of Wyoming, there is so little that it may be almost truthfully said there is none. Along some of the water-courses, and occasionally upon the bluffs and hills a tolerably fair growth is found, while on many of the mountains, as the Medicine Bow, Mud river, Big Horn and Snowy ranges, large forests of an excellent quality of white and yellow pine and Norway spruce abound. But it is evident that those industries which mainly require for their prosecution the products of the forests cannot be successful here. Even fuel is now, or must soon be, sought for elsewhere. Nature, however, sometimes prodigal but seldom parsimonious, operating by the great law of compensation, has underlaid plain and mountain with incredible quantities of most excellent coal. The value of this mineral alone, which is already discovered, is great beyond estimate. Those able

and experienced geologists, Professors Silliman and Hill, report that fields of bituminous coal underlie many thousands of square miles in Wyoming. Professor Silliman says he has, from personal inspection, determined the location of over five thousand square miles of coal-fields, and has satisfactory evidence of the existence of more than twenty-five thousand miles more. He descended into a shaft and saw several distinct veins of superior quality, varying in thickness from five to eleven feet. This shaft is near Carbon, on the Union Pacific Railroad, six hundred and fifty miles west of the Missouri river, and is now worked on a large scale by the railroad company. In many places coal crops out, and gives indication of fine drifts of unusual thickness. The quality of the mineral, thus far examined, varies considerably, but all of it is good. An inspection of the specimens in the cabinet of the geologist of the railroad corporation at Omaha, will serve to verify representations seemingly extravagant in relation to the quality and extent of these valuable deposits.

Thus is a great want of the country supplied with abundance from an unexpected source. But these discoveries, scarcely second to no one of the age, when the scarcity of fuel west of the Missouri valley is considered, could form the foundation of but a very limited industry but for the concurrent one of immense deposits of iron ore in close proximity to the coal. Here now is presented the basis of manufacturing interests which promise an immediate and very great influx of population and a prospective wealth beyond estimate. Gold and silver and other valuable minerals undoubtedly exist in these mountains, indeed, in many places they have already been discovered. Some adventurers will seek and find fortunes in unearthing these precious deposits; but all of

them together, added to all the other gold and silver mines in the world, do not approach, in intrinsic value, the coal and iron mines of Wyoming. In relation to this subject the accomplished government geologist, F. T. Hayden, writes as follows to Dr. Latham, of Cheyenne, under date of August 24th, 1868:

"I take great pleasure in communicating to you some of the results of my examination of the iron districts of Wyoming. I regard the iron ore leads of the territory as of great value, and almost indefinite in extent; and if the coal of which there is the greatest quantity, can be made useful for smelting this iron, it will prove as great a source of wealth to the people of this country as the iron ore leads of Pennsylvania are to the people of that state.

"The first iron mines I examined were those connected with the coal formations along the eastern base of the Laramie range, commencing about ten miles south of Cheyenne City. This ore is an amonite, commonly known by the name of brown hematite, or brown iron ore. The specimens obtained were very compact, showing that it must have been derived from the carbonate of iron, and it will certainly prove to be of excellent quality. I have estimated the coal formations south of Cheyenne City and north of the Arkansas, to occupy an area of over five thousand square miles, and all this country is covered with this brown iron ore to a greater or less extent. It is said to yield seventy per cent. of metallic iron, and about three tons of the ore is required to make one ton of pig iron. This ore has been pronounced, by such authorities as Profs. Hill and Silliman, equal to the best brown ores of the East.

"At the sources of the Chug Water are massive beds of

magnetic iron ore of the best quality. It is very much like the Champlain ores of the East, and cannot fail to produce the best of iron. The quantity is unlimited, and if the powerful corporation of the Union Pacific Railroad can succeed in combining the two great elements of wealth in this territory —coal and iron—so as to utilize them, Wyoming must eventually hold a relation to the contiguous territories similar to that which Pennsylvania now sustains towards the neighboring states. Rolling mills and iron furnaces will spring up everywhere, and it will not be many years before the last ton of iron will cross the Missouri river on its way westward. You have enough iron ore in the territory of Wyoming alone to supply the demand of the entire West for a generation or more, and new discoveries will be made almost daily. The time has come when the vast mineral wealth of this region must be rendered useful, and successful methods of reducing the ores will be sought and found."

Cheyenne, the chief city of Wyoming, and probably to be the territorial capital, is situated on Crow creek, a small tributary of the Platte, and near the base of the Black Hills, which form a notable spur of the Rocky mountains. Its history, so far, presents many remarkable points. On the 9th of July, 1867, Hon. J. R. Whitehead pitched his tent here and became the first settler. The same day Thos. E. McLeland, the present postmaster, and R. M. Beers, arrived with their families. The survey of the town was commenced, by the railroad company, on the 19th and completed on the 21st. The first city election was held on the 10th of August, when 350 votes were polled. On the same day the post-office was established, through which were daily sent and received in October, November and December following, over twenty-six hundred

letters. A daily paper called the *Leader* was first published by N. A. Baker, September 19th. The first banking house was opened on the 25th of the same month. A second daily paper, the *Argus*, was established towards the close of October. The railroad was completed to Cheyenne, November 13th, and the first passenger train from Omaha arrived the following day. A city charter was granted by the territorial legislature, about the first of January, 1868, and the first election under it was held on the 28th. On the 10th of January, society had become so far civilized that a vigilance committee was organized, the functions of which were exercised on the 20th in the hanging of three desperadoes, and a gentle admonition to some hundreds of others to keep the peace or prepare for the consequences.

The growth of the new city was almost magical. Blocks of business houses were erected in a few weeks. Immense stocks of all kinds of merchandise poured in, and soon a dozen streets became busy marts of trade. The population swelled to at least six thousand in as many months. Vice, as well as business, flourished exceedingly, until Cheyenne enjoyed the unenviable notoriety of being the wickedest place in the world. As the time for opening the railroad line to Laramie drew near, the scum and filth of Cheyenne began to disappear. Swarms of brutalized and loathsome beings migrated across the Black Hills to new scenes of wretchedness and vice. Thus happily purified the real prosperity of the magic city commenced. There are now few indications of immorality here, not seen in towns of similar size elsewhere. The population is somewhat diminished in numbers but greatly improved in quality. Decent people can now live here without blushing, and may properly be proud of the civil, moral

and business-like aspect of their healthy and very pretty city. Trade has become permanent and substantial, and honest, useful industry is meeting with satisfactory rewards.

CHEYENNE is five hundred and sixteen miles west from Omaha. Its proximity to the mountains must ever make it an important railroad depot. A large number of powerful engines must at all times be kept in readiness here, and, as a consequence, extensive workshops must be maintained. The railroad company has already built splendid accommodations, and has also erected a large hotel and eating-house. A railroad will soon connect the place with Denver, a trifle over one hundred miles distant, and, very likely, before long a connection with the Eastern Division of the Union Pacific Railroad will open up a continuous route to St. Louis. The wholesale business of the city is now large, and as the point is one from whence supplies must inevitably flow in all directions, the trade will increase with the settlement of the surrounding country and the accumulation of avenues of distribution. Fort Russel, one of the largest military posts on the plains, is located three miles north of the city. The distributing Quartermaster has also large warehouses and corrals near by, whence supplies go out in all directions to the various posts.

HAZARD station is six miles west of Cheyenne, and at the immediate base of the Black Hills. Here the mountain ascent begins in earnest. The ascending grades and devious windings of the road bring us, in a few miles, to a view of the eternal snows which crown the distant mountain peaks. All around, as far as the eye can reach, Nature asserts the sublimity of her fashioning, in ten thousand aspects of picturesqueness and beauty. The laboring engine, stern in the

apparent consciousness of inherent power, crawls up the grade, and winds, with its clattering train, among hills of granite, through parks of exquisite beauty, and over yawning chasms, towards the summit. Granite Cañon is gained. The vision is absolutely astounded. The grand, the sublime and the beautiful are mingled in a landscape bounded on the one side by everlasting snows, and on the other, by soft Italian skies. Eastward stretch the plains, gently melting into the azure of the distant horizon; westward the snowy range, in chalky undulations, bounds the view. All around are evidences of those creations which mark the Ancient of Days, of growth, perfection and decay. Up, up the grand old mountains to the very summit. Sherman is gained, and the traveler stands amazed, 8,248 feet above tide water, and as near heaven as the Union Pacific Railroad approaches. The rarefied atmosphere allows the blood to course freely through the veins; the spirits rise, by natural exhilaration, to a point of almost moral intoxication; the eye is ravished with the prospect; the senses are astounded at the profound and indestructible records of creative power. The crumbling peaks, the decaying buttes, and the general disintegration of rocky masses, mark the ongoing transformations of the material world. A spring of pure, soft, sweet water gushes from its granite fountain, and dances in fantastic riffles down the mountain side. Light and shade alternate over the broad expanse. Now the shimmering sunlight is reflected from a neighboring peak, and anon a gathering cloud gives portent of the approaching tempest. Here the waters of the continent divide. In one direction, the purling rills start on their long journey to the Atlantic; in the other, they tumble down the Pacific slope.

Now commences the descent. Soon the first maximum grade of ninety feet to the mile is encountered. The brakes groan and creak while the reversed engine cautiously steadies its precious freight down the apparent precipice. Shortly the high bridge over Dale creek is crossed, at snail's pace. It is a dizzy hight, but engineering and money have made the passage entirely secure. Decayed granite forms the road bed. Weather-beaten and crumbling buttes appear on either hand. The character of the country changes. There is more vegetation and timber and better soil than on the eastern slope. In a few miles red sandstone appears, and, directly, emerging from mountain fastnesses, the train sweeps into the plains of Laramie. It is no light thing to cross this summit; indeed, its passage forms an experience to be cherished for a lifetime. Ere long the tourist will linger here, and, by degrees and in detail, digest the scene, and revel in the inspiration which it imparts. Compared with what is here seen, the mountains of the East are dwarfed into Lilliputian hills; even Mount Washington sinks into a gentle undulation, and the Adirondacs become elevated plains.

The Laramie plains have the appearance of great fertility. Doubtless some artificial irrigation would be necessary to successful cultivation. The soil, from the base of the hills to the river, is of a reddish cast, and, as a peculiarity, it may be noted that the easterly bank of the Laramie, for many miles, is red, while the other side is of a whitish and entirely different formation. This distinction is constant, no matter how frequent nor how abrupt the windings of the stream.

Fort Saunders is five hundred and seventy-one miles from Omaha, and one and a half miles further on is the city of Laramie. The position of this new city, now scarcely six

months old, must always make it a place of importance. Like Cheyenne, it has run its course of what may be called terminal wickedness, and its scum has floated on to the railroad front. The permanent population is not large, but is healthily increasing. The railroad company has erected a large round-house, extensive workshops, and a hotel and eating-house, which would grace almost any Atlantic city. There is an air of business and thrift here which presages prosperity and growth. The traveler cannot fail to be impressed with the change wrought by the advent of the railroad in the short space of a few months.

Crossing, directly, the Laramie river, we strike out upon those plains so long and so justly the terror of the immigrant. Very soon white crusts and exudations appear in spots, unmistakably indicating that the earth is poisoned by an excess of alkali. Vegetation is stinted, and finally ceases altogether. The eyes, the mouth, the whole person is tortured with the penetrating salt. The water is useless, and so are the barren plains which stretch in every direction. Every acre is a token of worthlessness, and an earnest of poverty to its possessor. A landed aristocracy here would be the lazzaroni of the world. The fee simple of a universe of such land would entitle its possessor to such charity as the pauper has a right to claim, but not to a vote, if a *real* estate qualification were required. So much for the soil of these plains. Here, however, comes in again the law of compensation. Underlying the whole worthless surface are coal mines of great value, which no conceivable consumption can exhaust in centuries to come.

The bluffs to the eastward rise high and precipitous, resembling those which bound the Missouri valley. Ten miles from

Laramie another line of bluffs appears, nearly at right angles with the former, but lower, and resembling the banks of the upper Ohio. These are occasionally shaded down as though wagon roads had been graded through them. On the left, the snowy range is at all times in sight. Soon after leaving Wyoming station Little Laramie is crossed, near its mouth, where the Great Laramie again appears, creeping along the bluffs. Henceforward, to the west crossing of North Platte, the sameness is almost painful. BENTON, six hundred and ninety-five miles from Omaha, is reached, and here, to quote the words of a recent traveler, "on the ashy plain, with not a blade of grass, much less a tree, with the delicate poisonous dust filling the air, and irritating every sense, is a most exaggerated and offensive specimen of the mushroom town, that follows the temporary terminus of the road. A thousand or two people are gathered in tents and cheap board shanties; the railroad employs a hundred or two; a few of the rest are cheap store-keepers, but the great bulk are running 'restaurants' and 'saloons,' or are downright loafers and speculators in the vices of themselves and their fellows. It is enough to turn a healthy stomach to wade through the deep and volatile dust of its streets and study the prevailing life along them. Purgatory would be a paradise compared to it for a week's residence. Thirty days hence it will move on and evaporate; else it would soon perish from its own poisons of earth and air and humanity. Such an aggregation of disagreeableness and offensiveness can only long exist by frequent changes. It would rot with permanence."

The railroad is completed about one hundred and fifty miles beyond Benton, but at the present writing is not open for travel. Wonderful efforts are being used to perfect the

work, and it may be safely predicted that by the fourth day of July, 1869, trains will pass from the Missouri to Sacramento, California.

The towns on the Union Pacific road are, at present, few and far between. The most important ones have already been mentioned. The stations are frequent, and for the benefit of travelers, as well as a matter of record, the names of these are given, together with their respective distances from Omaha:

NAMES OF STATIONS.	Distance from Omaha.	NAMES OF STATIONS.	Distance from Omaha.
Pappillion	12..3	Julesburg	377..4
Elkhorn	28..9	Lodge Pole	396..5
Valley	35..2	Sidney	414..2
Fremont	46..5	Potter	433..1
North Bend	61..5	Antelope	451..3
Shell Creek	75..9	Bushnell	463..2
Columbus	91..7	Pine Bluff	473..2
Jackson	99..3	Egbert	484..4
Silver Creek	109..4	Hillsdale	496..4
Clark's	120..7	Archer	508..0
Lone Tree	131..9	Cheyenne	516..4
Chapman's	142..3	Hazard	522..4
Grand Island	153..8	Granite Canon	535..4
Pawnee	161..5	Buford	542..2
Wood River	172..1	Sherman	548..9
Gibbon	182..9	Red Butte	564..0
Kearney	191..3	Fort Sanders	571..2
Stevenson	201..2	Laramie	572..5
Elm Creek	211..5	Wyoming	586..4
Plum Creek	230..3	Cooper's Lake	598..1
Willow Island	250..7	Lookout	603..6
Brady Island	268..4	Rock Creek	622..1
McPherson	277..5	Como	637..6
North Platte	291..4	Medicine Bow	644..7
O'Fallons	307..9	Carbon	653..4
Alkali	322..4	Percy	665..6
Ogalalla	341..6	St. Mary's	679..0
Big Spring	360..9	Benton	694..5

The following table, showing the altitude and distances on the U. P. R. R. from Omaha to the California line, is taken from a report of Gen. G. M. Dodge, chief engineer of the road:

	Distance.	Altitude.
Missouri river at Omaha—initial point of first hundred..	0.00	968
Omaha summit—elev. grade	4.17	1191
Elkhorn summit	28.97	1191
Elkhorn river, surface of water at crossing	30.49	1191
North Platte, surface of water at crossing	290.53	2790
Station 4034, near mouth of Lodge Pole, Julesburg	376.95	3528
Lodge Pole creek junction, station 5575	484.75	5262
Crow creek crossing, Cheyenne	513.76	6019
Evans' Pass, Sherman	545.62	8248
Laramie river junction	571.39	7175
Green river, mouth of Bitter creek	812.34	6315
Summit between Black's Fork and Green river	820.00	6464
Water in Black's Fork, 2 miles below mouth of Muddy creek	858.00	6375
Summit between Muddy creek and Bear river	893.00	7567
Surface of water in Bear river	926.00	7045
Summit at head of Echo canon	959.00	5535
Mouth of Weber canon	995.00	4655
Salt Lake City	1026.76	4285
Desert, east side	1100.84	4600
Desert, west side	1176.00	4700
Gooshoot Pass		6030
Reed's Pass of Humboldt Mountains	1259.47	5550
State line of California—terminal point	1622.50	5195

The distances from Cheyenne to the places named are as follows:

Fort Laramie, - -	90 miles.	Denver, Col. Ter.,	111 miles.
Fort Fetterman, -	80 "	Helena, Mont. Ter.,	609 "
Fort Reno, - - -	104 "	Fort Benton, "	749 "

We have already spoken, at considerable length, of the Union Pacific Railroad. Very little more need be said. It is one of the best constructed roads on the continent, and is more perfect in all its appointments than the larger proportion of older lines. The freight and passenger cars embody all the latest improvements, and are sufficiently numerous for the large traffic of the road. The Pullman sleeping cars are simply palaces on wheels. All the best machine shops of the country have contributed their skill and experience in furnishing motive power, so that the numerous engines are nowhere surpassed. Eating-houses are established at con-

venient points and their affairs are superbly administered. The road bed is even, compact and substantial. To speak of the management of the road is difficult, because the simple truth carries with it an air of exaggeration, and just commendation requires more words in the superlative than good taste will tolerate. A high rate of speed is attained with ease and perfect safety, and altogether it is a very pleasant road to travel over. The passenger trains are at all times well filled and frequently crowded, while the amount of freight passing westward is immense. A large proportion of the freight business is for the government, but much the largest on account of the railroad corporation itself.

At Cheyenne, connection is made with Wells, Fargo & Co.'s stages and freight lines for Denver, Central City and other places in Colorado, and for far-off stations in New Mexico and Nevada. At the temporary terminus of the road the stages and expresses of the same enterprising company meet the trains with extraordinary punctuality, and carry passengers and freight to Salt Lake City, Virginia, Helena, Boise City, and a hundred other places.

The route from Cheyenne to Denver has already become quite familiar to travelers. Splendid coaches, drawn by six blooded horses, better bred than the English hunter, and active and nimble as the famed steeds of Arabia, roll at high speed over roads Macadamized by nature beyond the approach of art. The distance is one hundred and eleven miles. Sweeping around towards the base of Long's Peak, and in full view of Mount Sheridan, the route crosses the Cache-a-la-Poudre and strikes Denver on the hither side of the Platte. But for the slight unpleasantness which exists between "Lo, the poor Indian" and his white brother, the journey would

be one of the most desirable in the world. Over this route, until our Indian commissioners have other "big talks" with, and make further distributions of arms and ammunition to the "noble red man," it must be confessed that a Spencer rifle is a very pleasant traveling companion.

It is not proposed here to enter into a description of Colorado, its cities, mines, mountains, plains, parks and wonders in general. This will be done in a separate work soon to be prepared, which will include a sketch of the approach by the Smoky Hill route, from Kansas City on the Missouri.

The efficient officers of the Union Pacific Railroad Company are as follows:

President, - - - - -	Oliver Ames, Esq.
Vice-President, - - -	T. C. Durant, Esq.
General Superintendent,	Webster Snyder, Esq.
Deputy Superintendent,	H. M. Hoxie, Esq.
Chief Engineer, - - -	Gen. G. M. Dodge.
Geologist, - - - - -	David Van Lennep, Esq.
Treasurer, - - - - -	John J. Cisco, Esq.

VIII.

THE MISSOURI VALLEY—SIOUX CITY AND PACIFIC RAILROAD—THE GREAT ROUTE TO THE UPPER MISSOURI—THE NORTH-WEST TRANSPORTATION COMPANY.

At Missouri Valley Junction the Sioux City and Pacific Railroad diverges from the Chicago and North-Western, and runs northward to Sioux City seventy-five miles. This road is new, it having been opened only in March last, is well constructed, and ably conducted. It passes through a country remarkably well adapted to the purposes of a railroad. After making the first abrupt turn at Yazoo station, near the Missouri river, it runs nearly seventy miles north with but very few and very slight curves. For more than seventy miles it has not a single cut. The road bed is thrown up from either side, and ample ditches are thus made for complete drainage. Other than this necessary and uniform elevation there are no embankments. The grades are so slight as to be entirely imperceptible to the unassisted eye. The bridges are few, short and easily built. Altogether, for speed, safety and economy this road has few equals and no superiors. Very few, if any, of the railroad lines hitherto opened in the country, are presently or prospectively more important than this. By it the settlement and cultivation of the great Missouri

valley, stretching from Council Bluffs away north to Sioux City, a distance of nearly ninety miles, are not only made possible, but profitable. This valley forms, perhaps, one of the most extraordinary bodies of land in America, certainly in the Union. Its width varies from a few to more than twenty miles, and it contains an area of nearly a million acres of farming land of almost inconceivable richness. The soil, which is an alluvial deposit, freighted, probably, by the turbid waters of the Missouri from the upper countries, is, on an average, not less than fourteen feet in depth, and is said to be just as fertile at the bottom as at the top. It is black, light, and easily worked. It is scarcely ever seriously affected by drouth, and quickly absorbs a superabundance of rain. But small portions are ever injured by floods, and even these can be reclaimed from danger at trifling cost. Many small lakes and bayous, together with the several rivers which flow through, afford abundant and convenient watering places for stock, and good water is found, at any point, at less than twenty feet below the surface. The immense growth of native grasses and other verdure attests the quality of the soil, three tons of good hay being often gathered from an acre. One hundred bushels of corn, or forty bushels of wheat, can easily be raised to the acre, by a fair system of tillage, so that the valley is capable of producing three million tons of hay, one hundred million bushels of corn, or forty million bushels of wheat, as it might be cultivated in either, to the exclusion of all else. The timber lands bordering on the Missouri and other rivers are quite extensive, and groves and spurs of cottonwood and other forest trees are met at frequent intervals. On the eastern side, picturesque bluffs, generally crowned with trees, rise to the hight of from a few to more than two hundred feet, in-

termitting only for the passage of incoming rivers and their fertile valleys. Of these streams, the Little Sioux, the Maple, the Soldier and the Willow may be named as the most important. Some of these subsidiary valleys stretch for miles away from the main one, and vary in width from three miles to less than one. They are generally well wooded, and, from the fact that they are well protected from the severe winter winds, have already become favorite places for settlement. This grand natural garden spot, embracing not much less than a fiftieth part of the state, is, no doubt, capable of sustaining in luxury more people than inhabit the state to-day. There is no hazard in the prophecy that, before many years, these cheap lands, teeming with latent agricultural wealth, will be covered with productive farms, and thickly settled with an intelligent and independent populace. Towns will be built, manufactures will flourish, and all the appliances and results of civilized life will abound. The traveler in the West will find very few objects or places which will better repay a careful inspection than the Missouri valley, from Council Bluffs to Sioux City.

Leaving Missouri Valley Junction, the road runs nearly due west six miles, to Yazoo station. A track is already being laid west from Yazoo to the Missouri River, where a crossing is intended at or near De Soto, Nebraska. Thence a road is contemplated, and will soon be completed, to Fremont, on the Union Pacific line, forty-seven miles west of Omaha. This, when in operation, will shorten the through route to the mountains many miles. At Yazoo the Sioux City & Pacific road makes an abrupt curve to the northward, and thenceforth deviates little from a straight line to near its termination. The stations and distances from Missouri Valley are as follows:

Yazoo, - - - - -	6 miles.	Blencoe, - - - -	32 miles.
Modale, - - - -	10 "	Onawa, - - - -	38 "
Mondamin, - - -	16 "	Sloan, - - - - -	55 "
River Sioux, - -	23 "	Sargent's Bluff, -	69 "
Sioux City, - - - - -	75 miles.		

Onawa is the only place worthy of present notice between the termini. It is a very attractive and flourishing town on the prairie, of some four hundred inhabitants, and is the capital of Monona County. There is a respectable court-house, a weekly newspaper, several churches, and a good school. The railroad company has erected tasty and commodious depot buildings. The "Onawa House" is a generous hostelry, reminding one of those "taverns" of many years ago in the eastern states, where the traveler was sure to find a welcome, fortified by neatness, rest and plenty. The business houses of Onawa are quite numerous, and sufficiently large, while the dwellings have a tidy and attractive appearance. It is the center of a profitable and growing trade, and has generally the elements of a populous and very desirable place. The price of real estate is reasonable, and many improvements are going on.

The country around Onawa, which is in Franklin township, cannot be too highly commended to the notice of those in search of a desirable place for settlement. It is all composed of that rich prairie bottom of which we have before spoken. The prices of land are variable, but none high. For a wide circuit improved farms are so frequent that locations are easily secured in good neighborhoods, where all social and fair educational privileges can be enjoyed. Building and fencing materials, although comparatively high, are easily secured. There are unlimited ranges for cattle, and hay, in any

quantities, can be cut and secured at a slight cost. Fuel is somewhat expensive, but readily obtained. What this county wants is intelligent, industrious farmers and mechanics. To such no warmer welcome will be extended anywhere, and nowhere will such persons find a place which affords more substantial inducements for settlement.

Passing up the valley, no change in the general features of the country is observed until we reach Sargent's Bluff. Here the bluffs, toned down to moderate proportions, make out to the westward, and nearly reach the river. A short distance further on, and the valley is completely shut in, the Missouri washing the base of the bluffs. Here occurs the first and only excavation on the road. The cuts, though quite deep in places, are short, and were easily made, and offer no impediment to the working of the track. Emerging from these cuts, glimpses of Sioux City are caught, and directly the train, turning a sharp curve to the left, stands still at the depot and terminus of all railroading in this direction.

Sioux City is, in many respects, one of the most important places in the North-West, and is well worthy to command the attention of capitalists and men of business. It is, of course, a modern city. The first buildings, chiefly of logs, were erected only thirteen years ago. It was then in the midst of a dreary wild, with few civilized inhabitants within many miles. Approaches from a distance by land were quite impracticable, if not impossible. The Missouri river was the common highway, and when that was closed communication with the outside world was nearly suspended. The trade upon the upper Missouri was so limited that steamboats in those far-off regions were but occasional visitors. The arrival of a boat was an incident which might well attract the attention of

all the settlers. By boats came much of the food, many of the necessaries, and all of the rude luxuries of pioneer life. The shrill whistle, echoing through the timber and along the bluffs, betokened the arrival of new immigrants, gave promise of messages from distant homes, and suggested the possibility of approaching visitors, whose familiar faces should make many hearts glad. And so there was much watching, sometimes tearful, but hearty, greetings, and frequent disappointments.

In 1856 many additions were made to the new town, and all went prosperously enough until the great financial revulsion of 1858, sweeping through the country like a tornado. reached the frontier town, and overwhelmed bright hopes and budding fortunes in a common and almost irretrievable ruin. The devastation of Sioux City was almost complete, nor was it until four years thereafter that gleams of light broke through the darkness. Many who had come here determined and hopeful, and expecting to make homes and fortunes, had despondingly retraced their steps, and other adventurers failed to replace the fugitives. Utter depopulation seemed almost inevitable. But the turning-point came at length, and a second day of prosperity dawned, brighter than the first. The Indian war in Dakota and Minnesota was the immediate cause of the second advent of prosperity, the occasion of financial and business recuperation. Immediately Sioux City became a sort of sub-base of operations and supplies for the government, and an important point of rendezvous for the army. Settlers were attracted, capital flowed in, all branches of trade and industry flourished, improvements were made, the lost vantage-ground was recovered, and the future of the town assured beyond a doubt.

Immediately following, or, rather, concurrent with, the stimulus of the war, came a knowledge of the discovery of mines of glittering wealth in Montana and Idaho. The armies of the rebellion were then disbanding, and hardy and enterprising men immediately flocked in myriads to the golden fields. St. Louis, with her usual avidity, sought to control the new trade, in which she was, to a large extent, successful; but Sioux City retained her position as a convenient place for outfit and supply. Trade increased, and, day by day, became more permanent and profitable. Then came the railroad, opening up a new, convenient and cheap avenue of transportation and traffic, and giving to the city an importance hitherto only dreamed of by the most sanguine.

Up to the time of the opening of the Sioux City and Pacific Railroad, it was easy enough for St. Louis to measurably control the trade of the upper Missouri and the mountains which it penetrates. Now, however, the situation is changed, and Sioux City has become, or is fast becoming, the river base. Nearly a thousand miles of dangerous and uncertain river navigation is cut off, a great amount of time and expense saved, and much annoyance obviated. A healthy competition is also secured.

The distance from St. Louis to Fort Benton, the head of navigation on the Missouri river, is over three thousand one hundred miles, and no boat, it is believed, has ever been able to make but a single round trip in the season. So profitable has been the monopoly, however, that it has not been an infrequent occurrence for a steamboat to clear her cost in a single season. Freight and passenger fare were inordinately high, and the usual insolence of unchallenged carriers became an annoyance, if not an intolerable nuisance. The legal

restraints imposed upon common carriers were evaded, ignored and laughed at. Carelessness and indifference became almost a habit, and the disappointed and ruined shipper was often left to repair his fortunes as best he could. No wonder dissatisfaction grew to be deep and frequent. The railroad, that great equalizer of values, and convenient distributer of products, came, and an immediate change took place. Chicago was at once placed in close business relations with the mountains, and navigation over a thousand miles of riffles and sand bars was obviated. The North-West Transportation Company, operating in connection with, though uncontrolled by, the railroad interest, completes the line of speedy transit to the head of navigation, some two thousand miles above. This company has already in commission a fleet of fine boats, expressly built for the frequent shallows of the river, and yet strong, speedy and safe, and forming a regular, cheap and desirable line from the opening to the close of the business season. Some of the economies of this line are—first: time, with its usual incidents. One of the company's boats, the past season, made the trip to Fort Benton in nineteen days, and the round trip in the unprecedented time of forty-one days. This same boat, by the 20th of July, had made two round trips, and in all probability, will complete her fourth before she is obstructed by ice. Second: reduced insurance, freight and fare. It is obvious that the risk of navigating two thousand miles of river is less than that incurred when a thousand miles are added. Indeed, this is no small item, for three per cent. is the actual difference. It is equally apparent that the carriers' charges must be less for a part than for all of a route, but really the rates are reduced in a much greater ratio than the distance, from the fact before stated, that boats

are enabled to make three or four trips in a season from Sioux City, and only one from St. Louis. Third: that general advantage, so highly estimated by all shippers, of securing, by competition, dispatch, care and attention, and that common safety against which underwriters do not insure. It is the intention of the North-West Transportation Company to keep pace with the increasing demands of trade by adding new boats to their fleet, as they are required, so that at no time will delays occur for want of the means of transportation. What is proposed will be done; for the stockholders have the capacity, the enterprise and the capital; and the immediate management is in the hands of Captain Joab Lawrence, whose distinguished energy, experience and probity are a sufficient guaranty for all that is promised.

Something of the importance of this trade may be gathered from the fact that, during the season of 1867, the property sent to Montana alone aggregated over eight thousand tons, which was moderately valued at eight millions of dollars. The tonnage and the value have been greatly augmented this year, and will continue to increase, year by year, for an indefinite period. Its advantages, although manifestly great to the young frontier city, must, if properly appreciated, become still more important to Chicago. If this latter city is alive to her own best interests she will never allow St. Louis to regain the vantage-ground, over the loss of which she is still mourning. Little more than an accident has given to Chicago the opportunity to control this immense and new trade; nothing short of determination, effort, and perhaps casual sacrifices, can perpetuate it.

Sioux City is located on a fine dry prairie, in the rear of which runs a crescent of bluffs of moderate elevation. The

river front is sufficiently high to afford an excellent levee, which is never inundated. The water is deep, constituting a fine landing, where steamboats of any size may harbor with safety. The business houses are commodious, and for the most part, built of brick, many of which, of fine quality, are manufactured in the immediate neighborhood. The streets are well laid out, wide, and generally improved. Many of the primitive dwellings have already given way to others of more modern styles, and new improvements are going on at every turn. On the adjacent bluffs are found many pleasant and sightly building spots where several fine homesteads have been erected, and others are contemplated. Business of all kinds is brisk and profitable. Manufactures are limited, but increasing. The schools are good, and most of the prevailing religious denominations have churches. The population is about 3000. The people are characterized for energy, industry and true western hospitality. These qualities, with the habit they have of minding their own business, have made many of them rich, and are generally considered an excellent investment for old residents or new-comers. Of all animals, drones are the most thoroughly despised, and the space allowed them is very limited. Sobriety, from a rule, has grown to be a habit. The city is the seat of justice for Woodbury county, which is one of the largest as well as one of the best counties of the state. The county contains eight hundred and sixty-four square miles, or 552,960 acres of land. The valley of the Little Sioux is near the eastern boundary, and is very attractive as a place for settlement. The West Fork, Floyd rivers, and several tributaries of the Little Sioux and Missouri rivers, flow through and water the county. Thousands of acres of desirable lands are for sale, at reasonable prices.

Within two miles of the center of Sioux City, the Big Sioux, Perry Creek, and Floyd rivers empty into the Missouri. These streams run through valleys of fine land, and afford considerable water power. From the North-Western Hotel and the St. Elmo, stages leave daily for Vermillion, Yankton, Fort Randall, and all other points in Southern Dakota and Minnesota.

The Pacific Railroad bill, which spoke into life the most magnificent enterprises known in this or any other country, provides for a branch from Sioux City on the Missouri river to a junction with the main line. Originally, doubtless the intent was a direct line across the river, and in Nebraska, but by a special act of Congress, a diversion was allowed on the Iowa side, to the present town of Missouri Valley, near St. Johns. It is there, as before observed, to cross the river, and join the main line at Fremont. This road is called the Sioux City and Pacific, and may be considered as a collateral, but important branch of the great continental trunk. It has a splendid land grant, and entries can now be made by settlers on favorable terms and at low prices. The main offices of the road are at Cedar Rapids, where the Vice-President and Superintendent, W. W. Walker, resides. John I. Blair, of New Jersey, is President, and Mr. L. Burnett is Assistant Superintendent, having his office at the Missouri Valley Junction.

The Dubuque and Sioux City road, after a series of efforts and failures, has passed into new hands, and will now soon be completed. Its western terminus is Sioux City, and it will open, for easy and successful settlement, the choicest part of northern Iowa. This road when completed forms another trunk line from Chicago to the Missouri, and if the

capitalists and business men of that city know their own interests it will be in running order very speedily.

The Sioux City and St. Paul Railway is designed to be the Iowa or Missouri river end of the Minnesota Valley road, and a section of the great route from St. Paul to a junction with the main trunk of the Union Pacific. The country through which it passes is represented as being very fertile, abounding in timber, well watered, and enjoying a climate which, for comfort and health, should make it the resort and residence of persons of delicate constitutions, and those afflicted with diseases, especially of a bronchial or pulmonary character. The distance from Sioux City to St. Paul is two hundred and forty miles, the whole route offering an easy grade, and ensuring speedy and cheap construction. It may well be remarked that the completion of this road will make Sioux City the great lumber market of the Missouri Valley. Minnesota lumber is the great product of that state, and forms a staple of inconceivable value, subject to an unlimited demand. The gold mines of California, Colorado, Montana or Idaho are not more prolific of wealth than the almost inexhaustible forests of Minnesota, Wisconsin and Michigan. Now, the lumber of St. Paul and Minneapolis is floated down the Mississippi to Lyons and Clinton, a distance of nearly five hundred miles, and thence goes by railroad more than three hundred and fifty miles to Council Bluffs or Omaha; thence up the river two hundred miles, over "the grave of steamboats," to Sioux City, or else by rail to the Missouri Valley Junction, and thence to the same place of destination by the Sioux City and Pacific road, a distance of over four hundred miles. The expense of this roundabout way is enormous, and equally oppressive to the

producer and consumer. By this line, soon, no doubt, to be completed, the points of consumption are reached with facility, and at a saving of nearly six hundred miles of transportation. By the completion of these roads and of others which will be built, it is easy to see that Sioux City is destined to become a great railroad center in the North-West, and a point of unusual commercial, manufacturing and agricultural interest in the country at large.

But this is not all. A road is contemplated and will surely be built, connecting Sioux City with the Union Pacific, at or near Columbus, Nebraska. This will bring Chicago, Milwaukee and other important places in Wisconsin, Minnesota, and even soon the shores of lake Superior, in immediate connection, by the shortest possible route, with the great Salt Lake basin, California and the Pacific coast. It will also open a line of traffic and travel between the places and sections mentioned and the upper Missouri with Dakota and Montana. Central in this magnificent system of intercommunication sits Sioux City, receiving tribute and gathering wealth and importance from all.

It may be valuable to the immigrant and to others seeking locations to know that a United States land office is established at Sioux City, and that nearly two millions of acres of land in the district are open for entry at government prices. The county of Woodbury, together with the contiguous and surrounding ones of Iola, Sac, Buena Vista, Cherokee, Plymouth, Sioux, O'Brien and Clay, form a breadth of country embracing nearly one-eighth of the state of Iowa, and containing as good land as can be found in the world. In point of climate, salubrity, soil, markets, present and prospective resources, water, social, religious and educational privileges, domestic

comforts and general facilities for all that enters into and makes up a high status of civilized life, this section of Iowa is unsurpassed, if indeed, it is anywhere equaled.

Beyond Sioux City, in the far-off regions of Dakota, Montana and Idaho, the reader must look for himself. As in all new countries, much is imperfectly known and more unknown. It is a vast territory for exploration. Thousands have visited it, spent their brief day there, and returned to add their mite to the general stock of wonders. We do not pretend to follow them, but wish those who do God speed and much prosperity.

CONCLUSION.

It is unnecessary to say to the intelligent reader who has glanced over the foregoing pages that the work which we have undertaken to perform is but imperfectly done. The field is large and diversified, and, as we have progressed, places and objects worthy of description and remark have accumulated as our space has diminished. Enough has, however, we think, been said in regard to the interesting route which we have traversed, to awaken attention and point to a more minute and thorough examination. The settlement of the West has, really, but just commenced. The improvements of the few past years are only so many indices pointing to much greater ones which are speedily to follow. Homes are to be established, cities built, wealth developed and fortunes realized all over those broad prairies and plains, and in the gold-bearing mountains. Hitherto the country has made our railroads; beyond the Mississippi the conditions are reversed, and railroads are making the country. That the immigrant has hardships to encounter, great labor to perform, and many discouragements to meet, cannot be doubted; but how light and frivolous are all these, compared with the barriers which earlier settlers have overleaped and the promised success which awaits determined, energetic and intelligent effort!

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All the principal Railways of the New England and Middle States connect at Buffalo and Dunkirk with the Great

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FROM OMAHA TO THE ROCKY MOUNTAINS.

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Eastward-bound Passengers should be sure and obtain Tickets VIA the MICHIGAN SOUTHERN & LAKE SHORE LINE, the great THROUGH AMERICAN ROUTE between the West and East.

Always ask for Tickets VIA MICHIGAN SOUTHERN RAILROAD.

F. E. MORSE, Gen'l Pass. Agent,

No. 56 Clark Street, Chicago.

UNION PACIFIC RAILROAD.

Great Platte Valley Route!

Only ALL RAIL Route to the Rocky Mountains and the Mines!

NOW OPEN FROM OMAHA TO BENTON!

Six Hundred and Ninety-five Miles west of the Missouri River. One Hundred and Twenty-five Miles additional track nearly ready.

THE UNION PACIFIC RAILWAY

Is now running Daily Trains from OMAHA to BENTON, 350 miles nearer the Gold and Silver Mines of

NEVADA, IDAHO AND MONTANA

than any other line; passing through a country unsurpassed in Agricultural and Scenic Beauty, over a road bed equal to any in the United States.

Trains of this Road connect with the Chicago & North-Western Railway at Omaha. Connections made with Wells, Fargo & Co.'s Overland Line of Stages at Cheyenne for DENVER, SANTA FE, and all other points in COLORADO and NEW MEXICO; and at BENTON for SALT LAKE, SACRAMENTO, and all points in UTAH, NEVADA, IDAHO, MONTANA and CALIFORNIA.

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Offer a limited amount of their

FIRST MORTGAGE BONDS

AT PAR, PRINCIPAL AND INTEREST

PAYABLE IN GOLD!

These Bonds are for $1,000 each, and have Coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold.

At the present rate of premium on gold, these Bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

And it is believed that they will soon be at a Premium.

The Company have but a very limited supply of their Bonds remaining on hand—but it is expected that the first installment of the New Bonds, to be issued on that portion of the road to be completed this year, will soon be ready.

Any subscriptions accepted to a greater amount than can be filled from Bonds now in the Company's possession, will be supplied from the New Bonds in the order in which they are received.

The Company reserve the right to advance the price of their Bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance.

Parties subscribing will remit the par value of the Bonds and the accrued interest in currency at the rate of six per cent. per annum, from the date on which the last coupon was paid. Subscriptions will be received in New York at

The Company's Office, No. 20 Nassau Street,

AND BY

JOHN J. CISCO & SON, BANKERS. No. 59 Wall Street,

AND BY THE

Company's Advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

JOHN J. CISCO, Treasurer.

New York, October 2, 1863.

Chicago & North-Western R'y.

GRAND CONSOLIDATED LINE,

Comprising all the principal railroads from Chicago directly

North, North-West and West.

20 PASSENGER TRAINS LEAVE CHICAGO DAILY (Sundays excepted), on the different Divisions of the Chicago and North-Western Railway, for Dixon, Fulton, Clinton, Cedar Rapids, Boone, Sioux City,

COUNCIL BLUFFS AND OMAHA,

where connections are made with the Union Pacific Railroad (Main Line) for Cheyenne, Laramie, Denver, and all parts of Nebraska, Colorado, Utah, Montana, Idaho, Nevada, California and Oregon.

The Chicago and North-Western Railway is the **Only Direct Route** to Freeport, Galena, Dunleith, Dubuque and Cedar Falls; Janesville, Madison,

PRAIRIE DU CHIEN, LA CROSSE, ST. PAUL,

Watertown, Berlin, Green Bay, Marquette, Hancock and Houghton; Kenosha, Racine,

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and all points in Iowa, Wisconsin, Minnesota, and the **Lake Superior Country.**

Connections are made at Dunleith, Prairie du Chien and La Crosse (during the season of navigation), with a daily line of first class Steamers for all points on the upper Mississippi river.

Baggage Checked Through to Destination.

Superior Arranged Sleeping Coaches on all Night Trains.

Passengers for any point west or north-west of Chicago, to avail themselves of the many advantages offered by this Company, should be particular to ask for Tickets via **Chicago and North-Western Railway,** which can be purchased at all principal Railroad Offices in the South-West, and in Chicago at the Depots as above.

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Gen. Pass. Agent.	N.-W. Pass. Ag't, Chicago.	Gen. Sup't.

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WM. P. BROWNE,

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And Dealer in all kinds of

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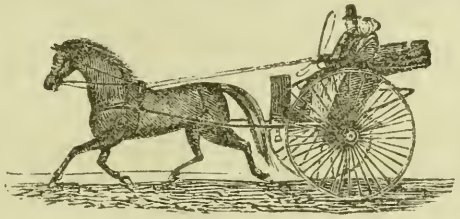
CITY  LIVERY,

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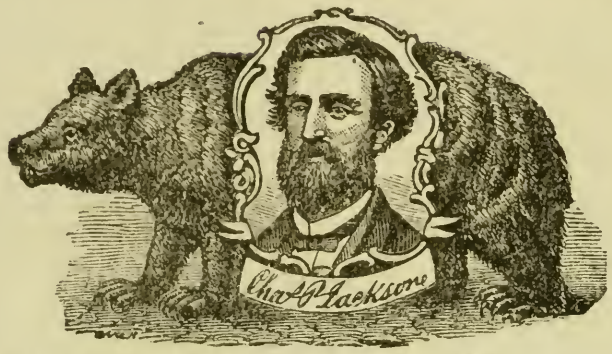

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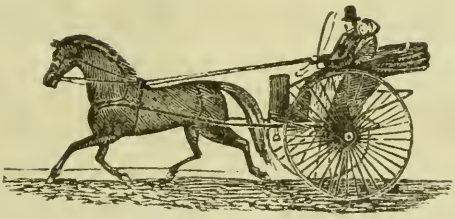
Omaha  Livery Stable,

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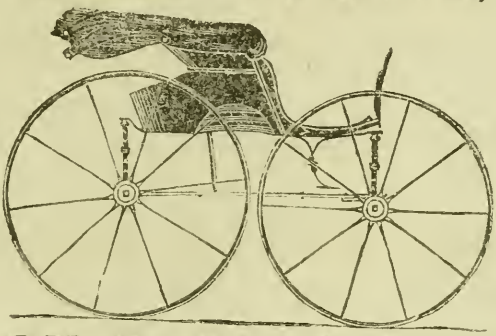

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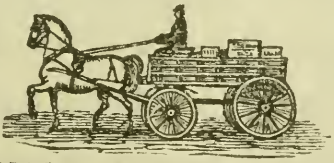

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